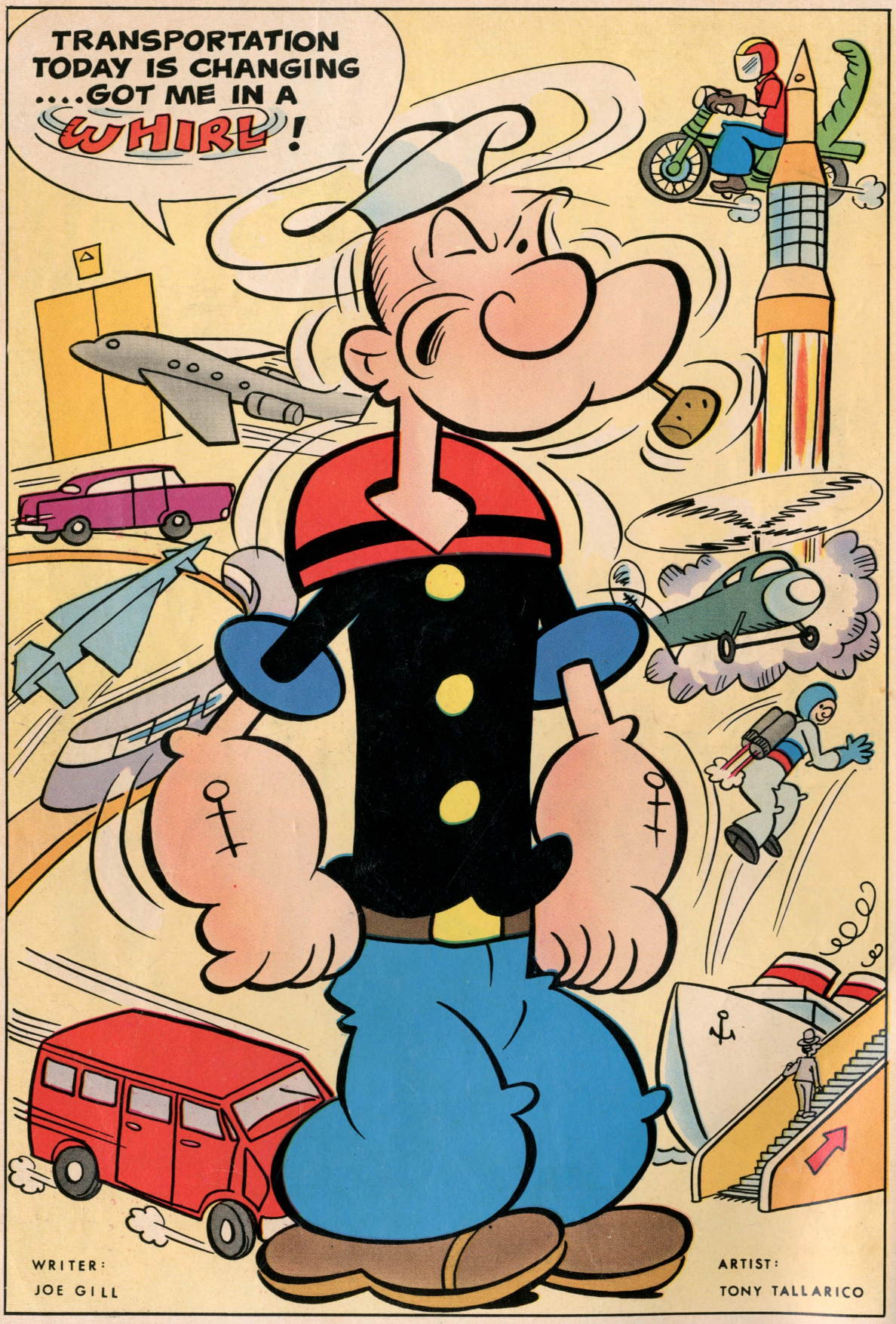
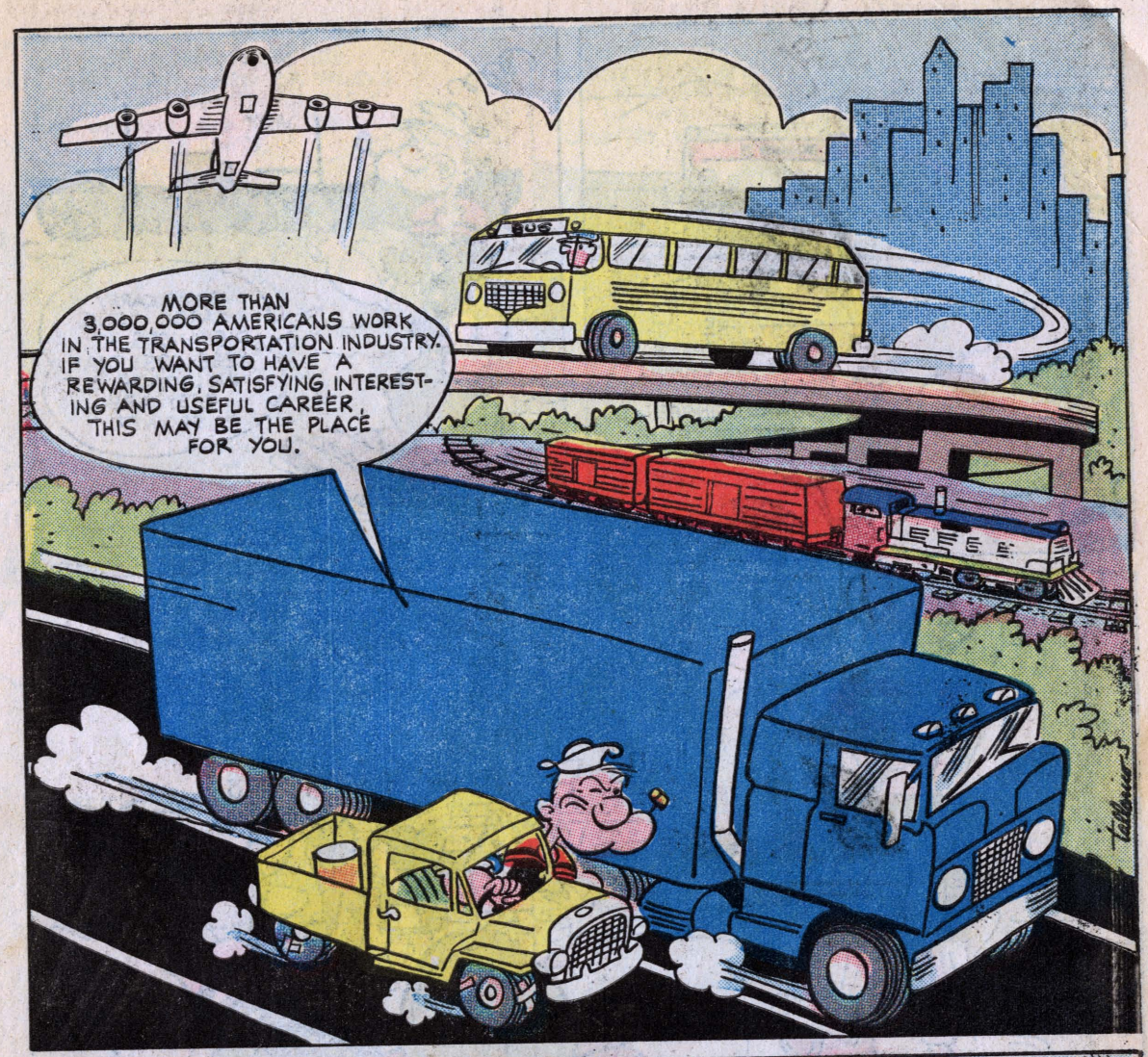
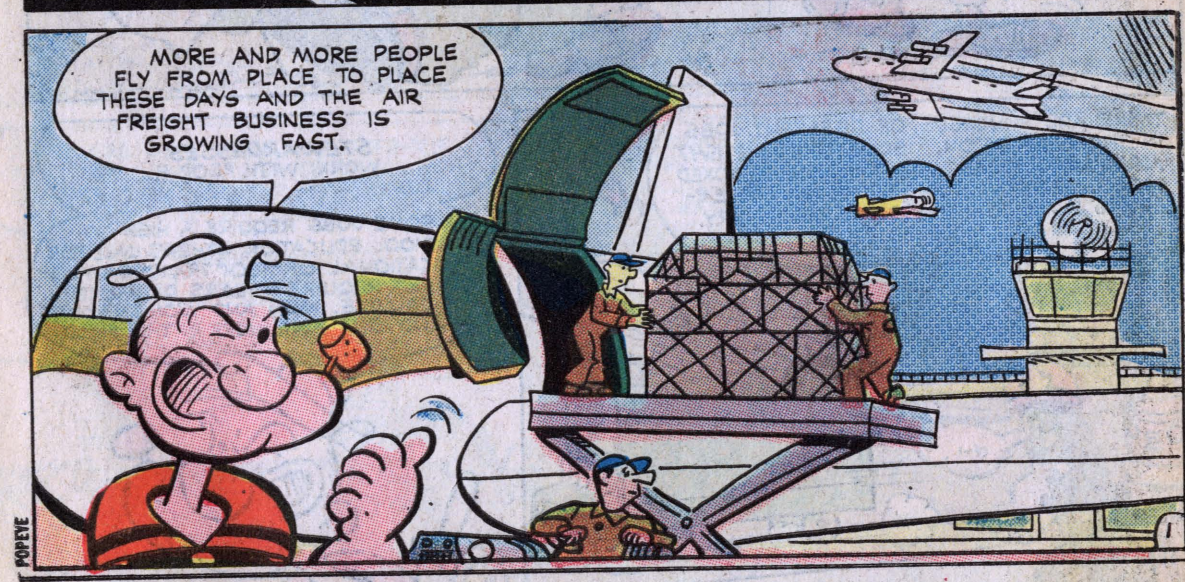
KING

# POPEYE and TRANSPORTATION CAREERS

APPROVED BY THE COMICS CODE AUTHORITY


TRANSPORTATION TODAY IS CHANGING ....GOT ME IN A WHIRL!
WRITER: JOE GILL
ARTIST: TONY TALLARICO




POPEYE E-4
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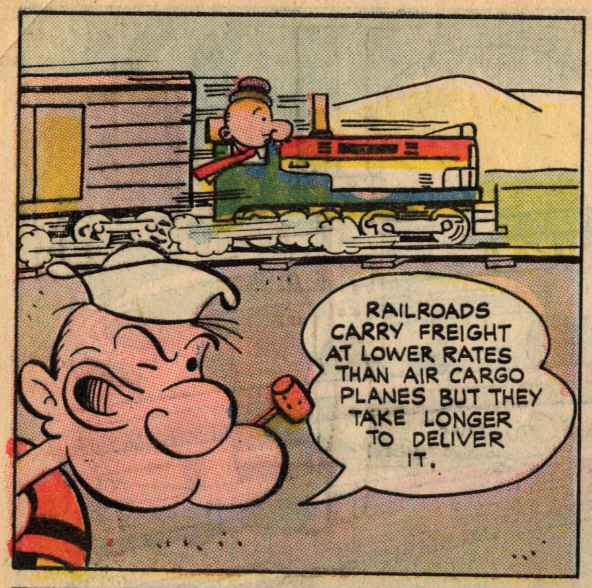
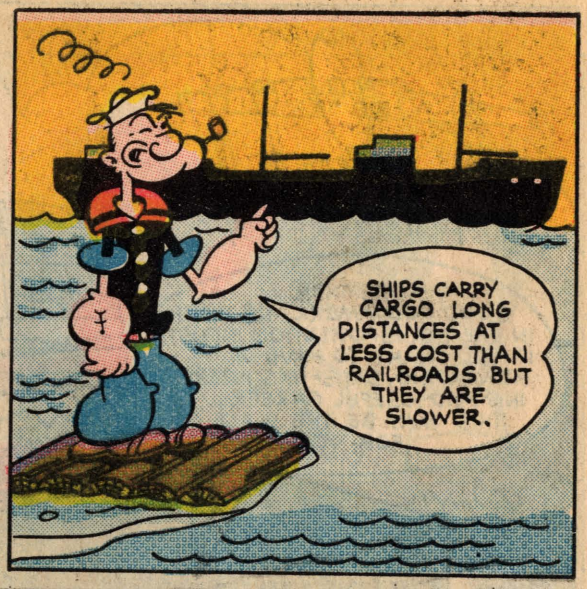
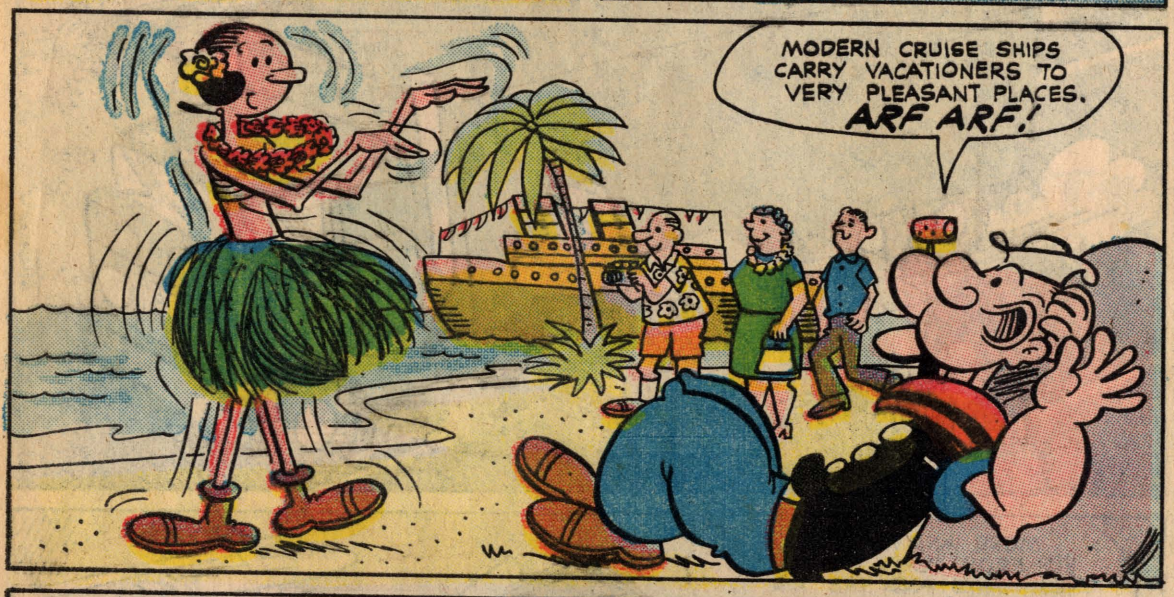
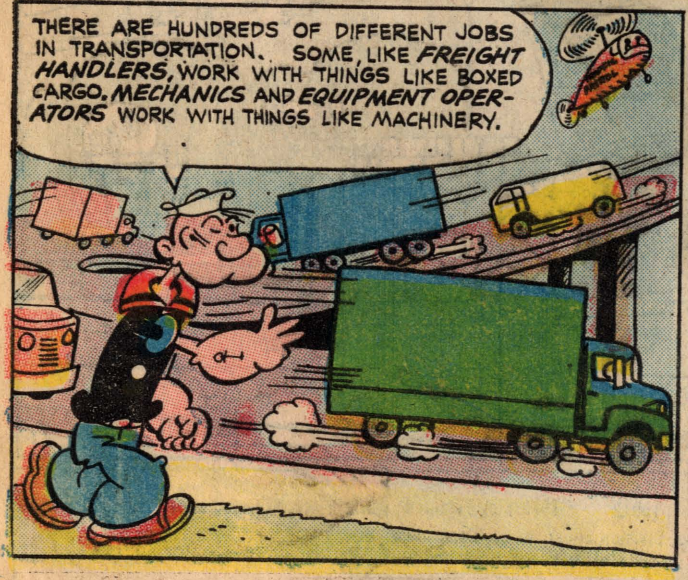
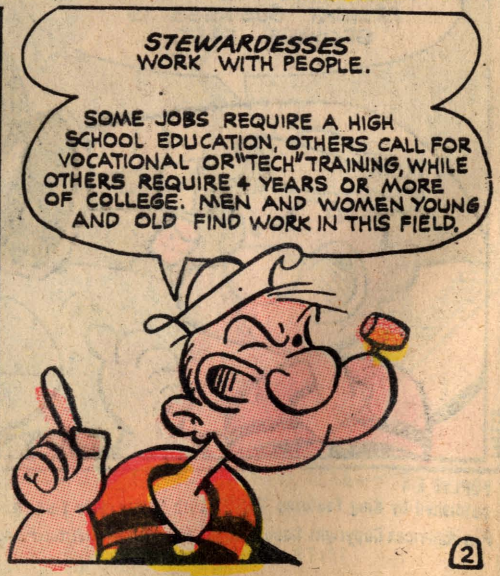
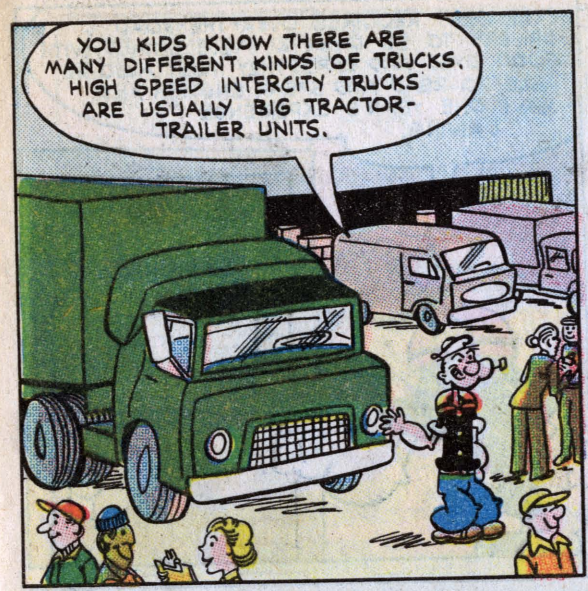

RAILROADS CARRY FREIGHT AT LOWER RATES THAN AIR CARGO PLANES BUT THEY TAKE LONGER TO DELIVER IT.

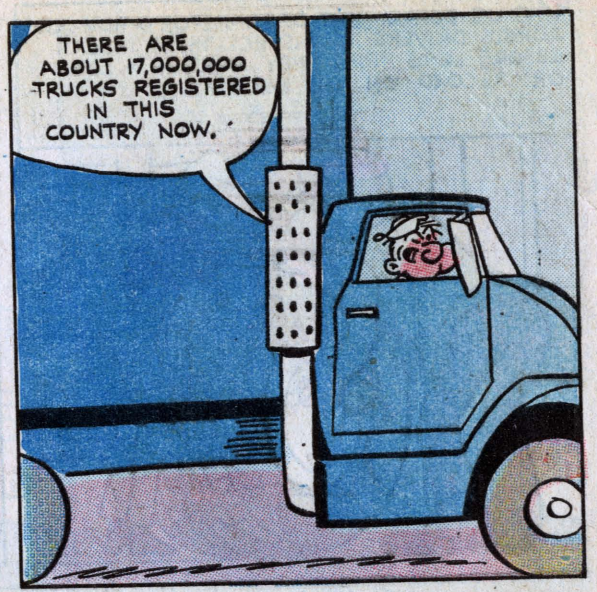

SHIPS CARRY CARGO LONG DISTANCES AT LESS COST THAN RAILROADS BUT THEY ARE SLOWER.

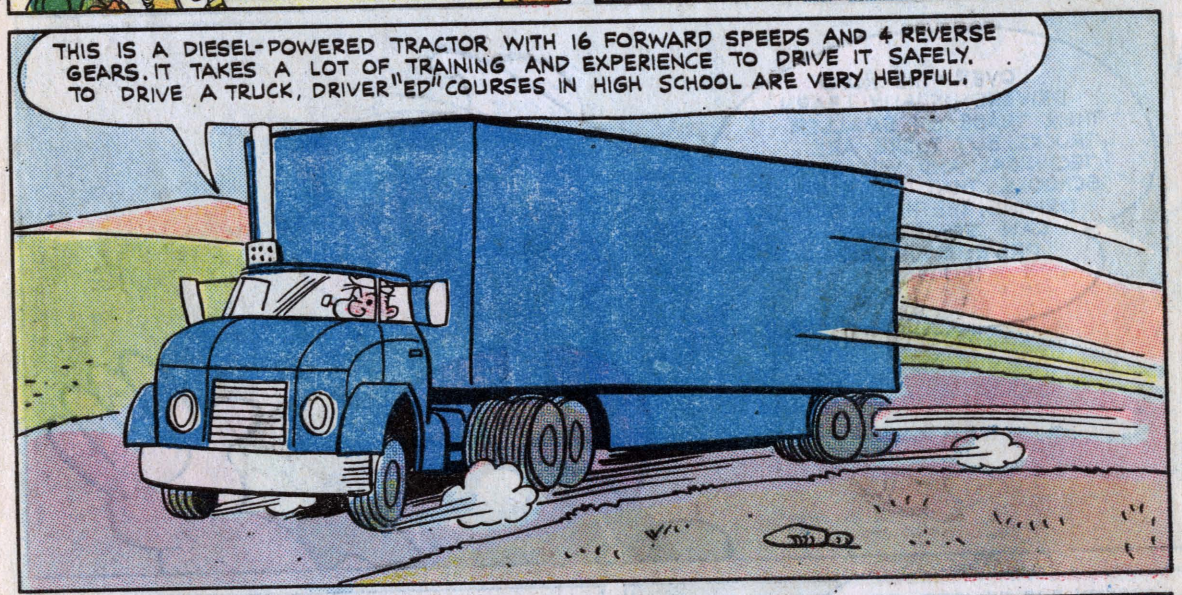

MODERN CRUISE SHIPS CARRY VACATIONERS TO VERY PLEASANT PLACES. ARF ARF!

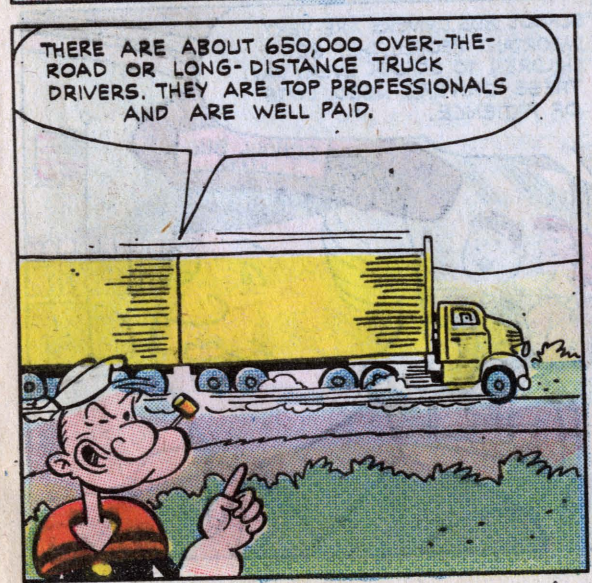

THERE ARE HUNDREDS OF DIFFERENT JOBS IN TRANSPORTATION. SOME, LIKE FREIGHT HANDLERS, WORK WITH THINGS LIKE BOXED CARGO. MECHANICS AND EQUIPMENT OPERATORS WORK WITH THINGS LIKE MACHINERY.

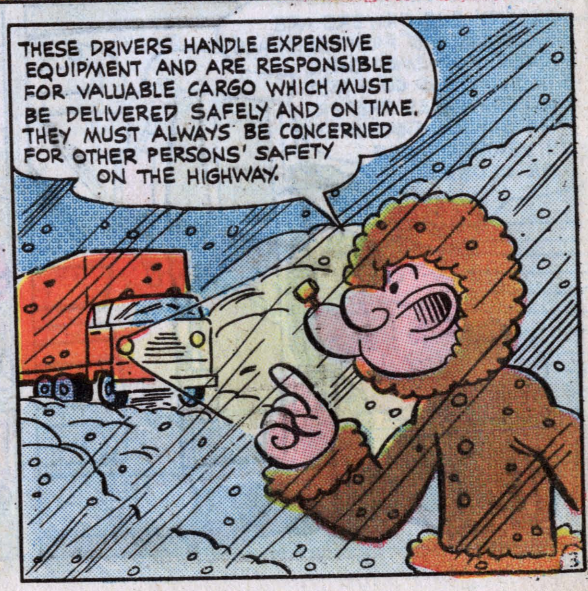

STEWARDESSES WORK WITH PEOPLE.
SOME JOBS REQUIRE A HIGH SCHOOL EDUCATION, OTHERS CALL FOR VOCATIONAL OR "TECH" TRAINING, WHILE OTHERS REQUIRE 4 YEARS OR MORE OF COLLEGE. MEN AND WOMEN YOUNG AND OLD FIND WORK IN THIS FIELD.

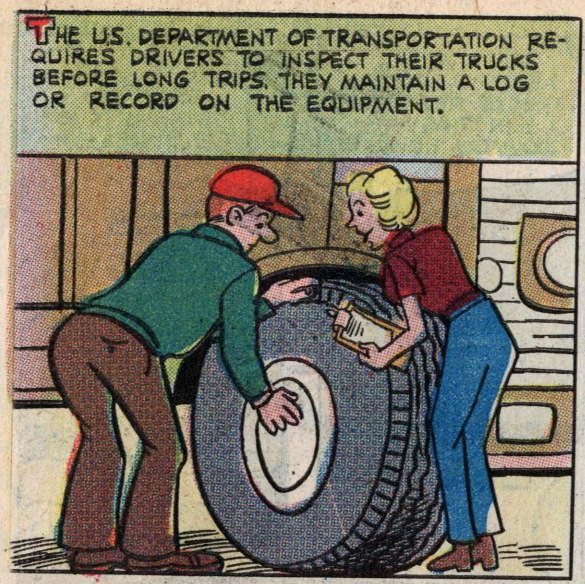

YOU KIDS KNOW THERE ARE MANY DIFFERENT KINDS OF TRUCKS. HIGH SPEED INTERCITY TRUCKS ARE USUALLY BIG TRACTOR-TRAILER UNITS.

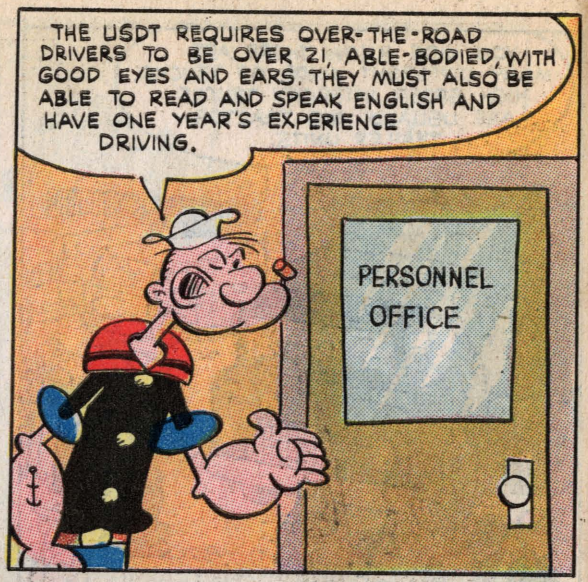

THERE ARE ABOUT 17,000,000 TRUCKS REGISTERED IN THIS COUNTRY NOW.

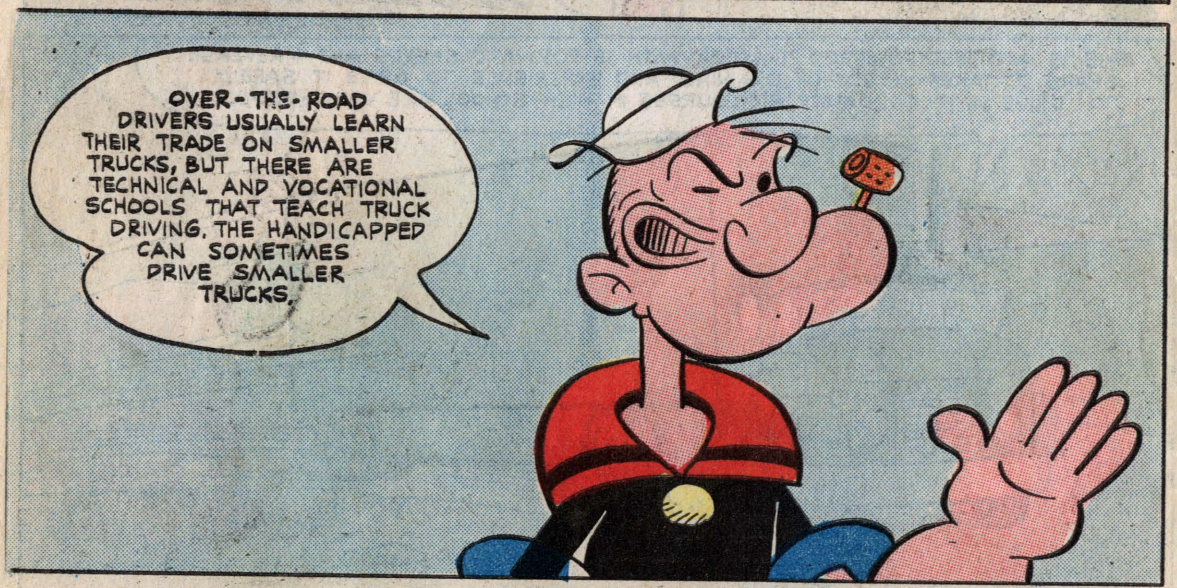

THIS IS A DIESEL-POWERED TRACTOR WITH 16 FORWARD SPEEDS AND 4 REVERSE GEARS. IT TAKES A LOT OF TRAINING AND EXPERIENCE TO DRIVE IT SAFELY. TO DRIVE A TRUCK, DRIVER "ED" COURSES IN HIGH SCHOOL ARE VERY HELPFUL.

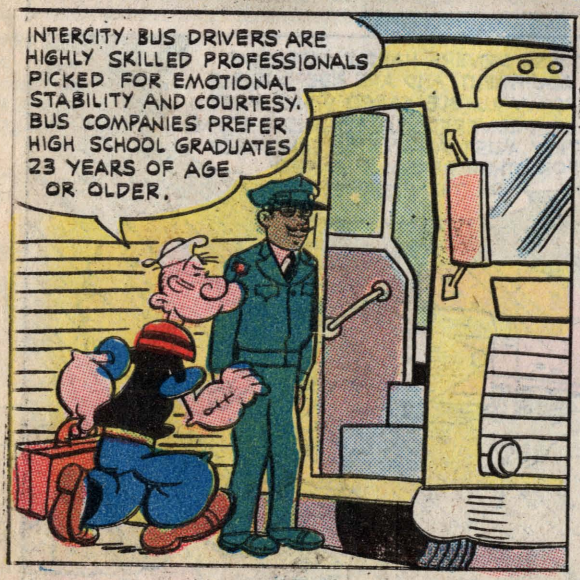

THERE ARE ABOUT 650,000 OVER-THE-ROAD OR LONG-DISTANCE TRUCK DRIVERS. THEY ARE TOP PROFESSIONALS AND ARE WELL PAID.

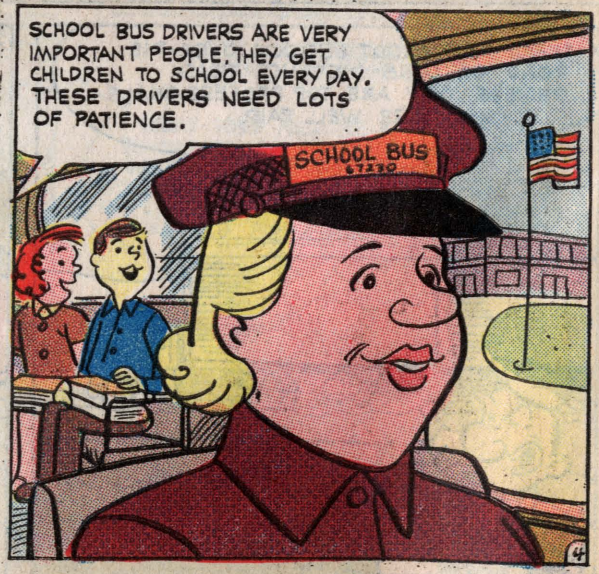

THESE DRIVERS HANDLE EXPENSIVE EQUIPMENT AND ARE RESPONSIBLE FOR VALUABLE CARGO WHICH MUST BE DELIVERED SAFELY AND ON TIME. THEY MUST ALWAYS BE CONCERNED FOR OTHER PERSONS' SAFETY ON THE HIGHWAY.

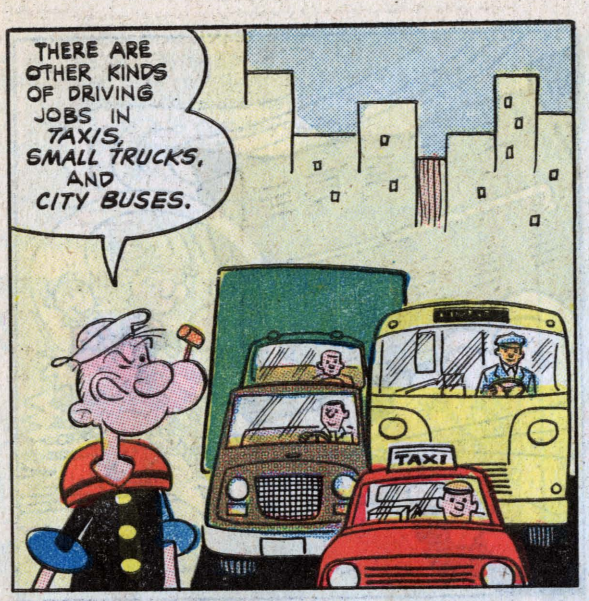

THE U.S. DEPARTMENT OF TRANSPORTATION REQUIRES DRIVERS TO INSPECT THEIR TRUCKS BEFORE LONG TRIPS. THEY MAINTAIN A LOG OR RECORD ON THE EQUIPMENT.

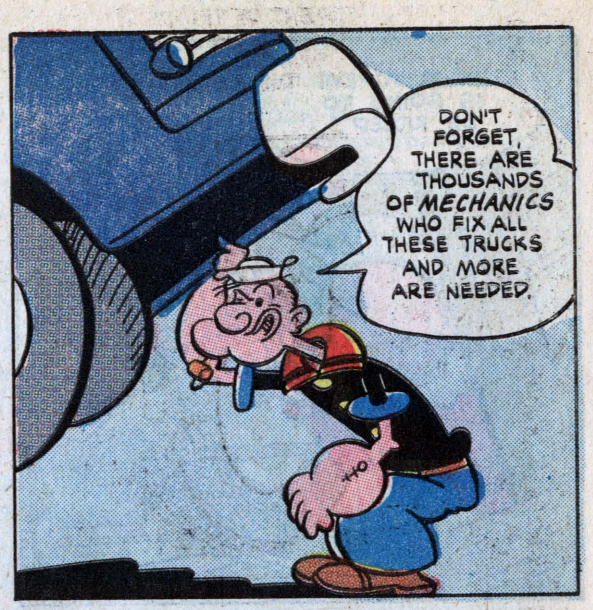

THE USDT REQUIRES OVER-THE-ROAD DRIVERS TO BE OVER 21, ABLE-BODIED, WITH GOOD EYES AND EARS. THEY MUST ALSO BE ABLE TO READ AND SPEAK ENGLISH AND HAVE ONE YEAR'S EXPERIENCE DRIVING.
PERSONNEL OFFICE

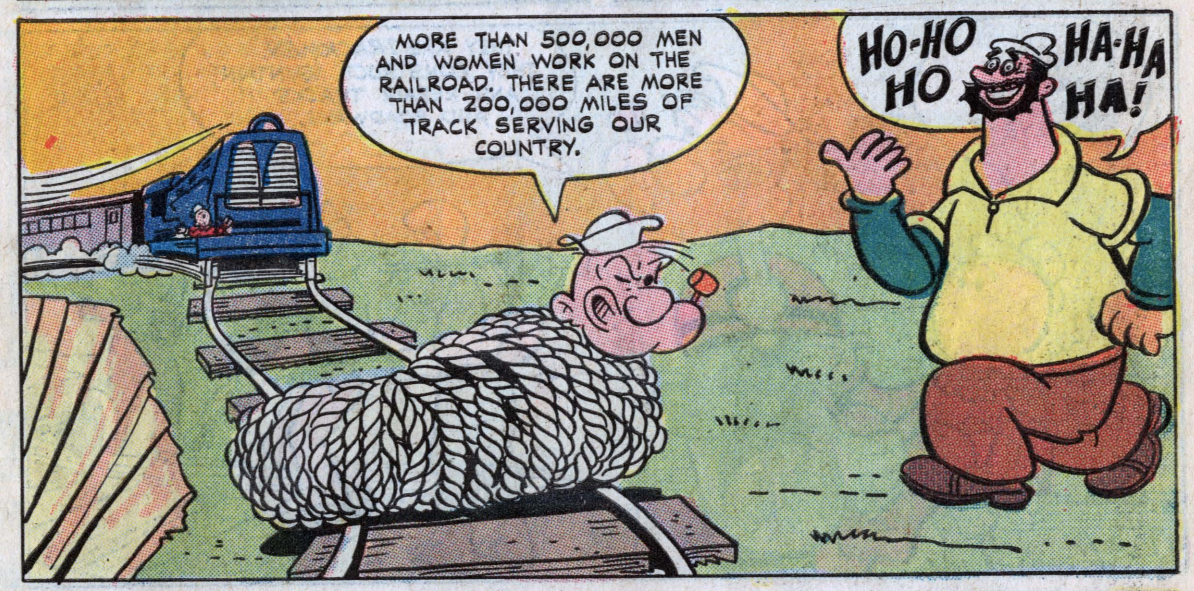

OVER-THE-ROAD DRIVERS USUALLY LEARN THEIR TRADE ON SMALLER TRUCKS, BUT THERE ARE TECHNICAL AND VOCATIONAL SCHOOLS THAT TEACH TRUCK DRIVING. THE HANDICAPPED CAN SOMETIMES DRIVE SMALLER TRUCKS.

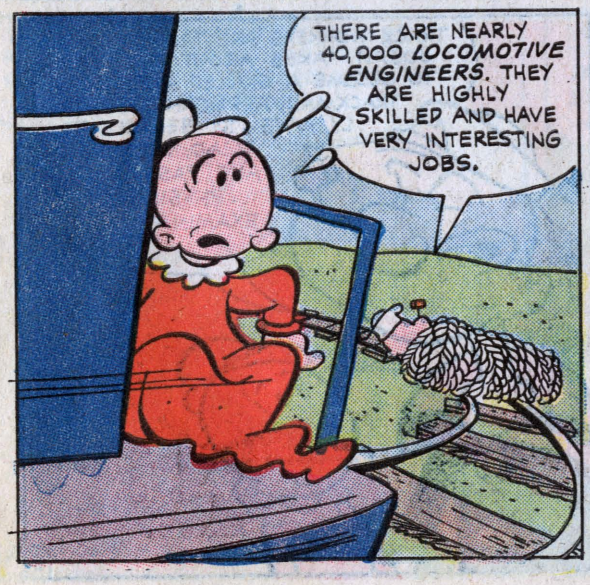

INTERCITY BUS DRIVERS ARE HIGHLY SKILLED PROFESSIONALS PICKED FOR EMOTIONAL STABILITY AND COURTESY. BUS COMPANIES PREFER HIGH SCHOOL GRADUATES 23 YEARS OF AGE OR OLDER.

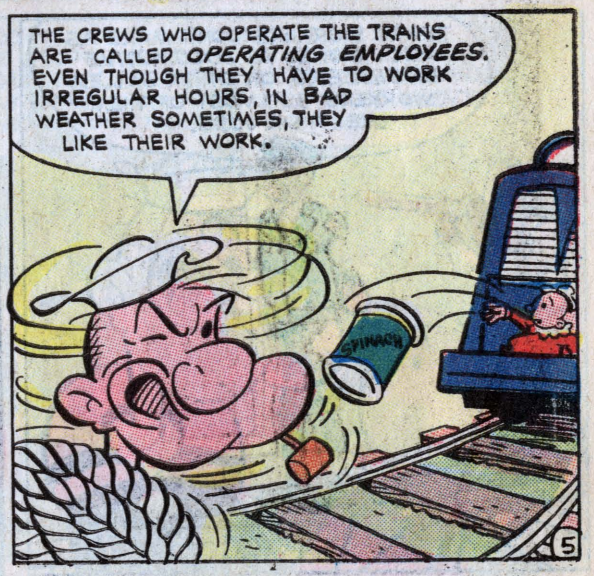

SCHOOL BUS DRIVERS ARE VERY IMPORTANT PEOPLE. THEY GET CHILDREN TO SCHOOL EVERY DAY. THESE DRIVERS NEED LOTS OF PATIENCE.
SCHOOL BUS

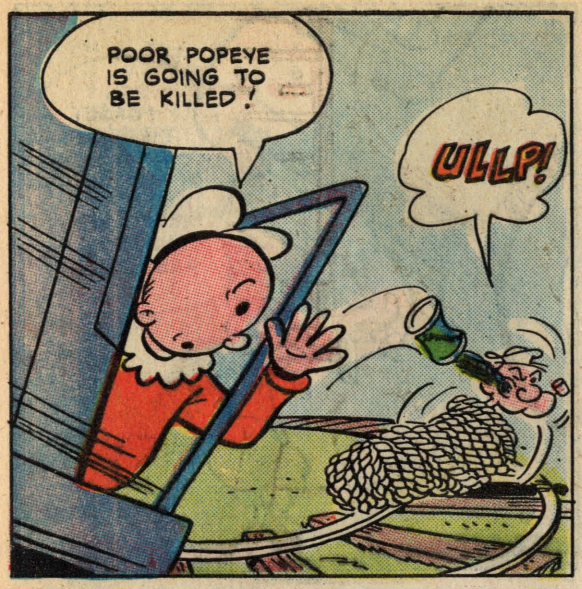

THERE ARE OTHER KINDS OF DRIVING JOBS IN TAXIS, SMALL TRUCKS, AND CITY BUSES.
TAXI

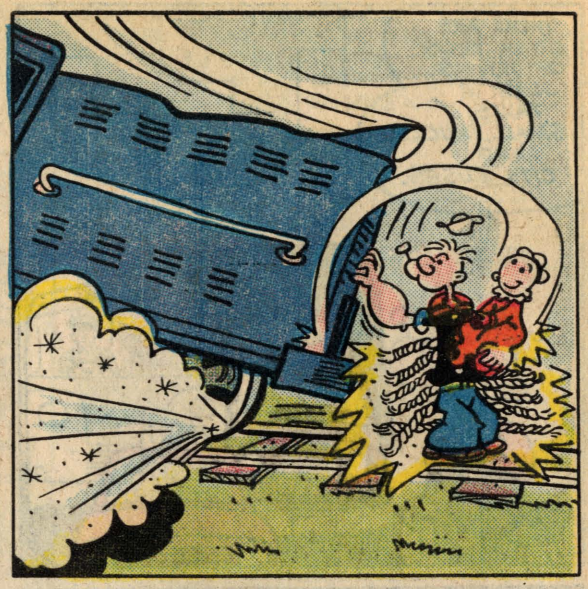

DON'T FORGET, THERE ARE THOUSANDS OF MECHANICS WHO FIX ALL THESE TRUCKS AND MORE ARE NEEDED.

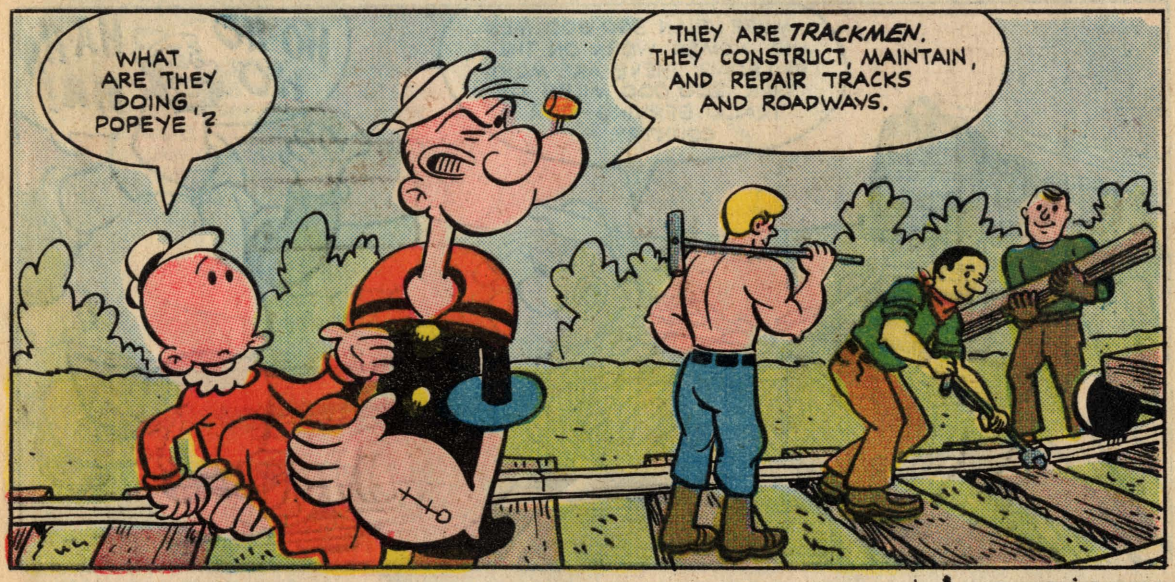

MORE THAN 500,000 MEN AND WOMEN WORK ON THE RAILROAD. THERE ARE MORE THAN 200,000 MILES OF TRACK SERVING OUR COUNTRY.
HO-HO HO
HA-HA HA!

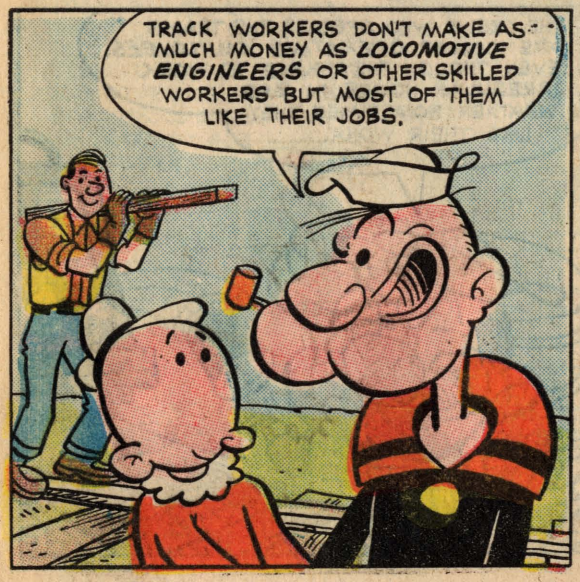

THERE ARE NEARLY 40,000 LOCOMOTIVE ENGINEERS. THEY ARE HIGHLY SKILLED AND HAVE VERY INTERESTING JOBS.


THE CREWS WHO OPERATE THE TRAINS ARE CALLED OPERATING EMPLOYEES. EVEN THOUGH THEY HAVE TO WORK IRREGULAR HOURS, IN BAD WEATHER SOMETIMES, THEY LIKE THEIR WORK.
SPINACH

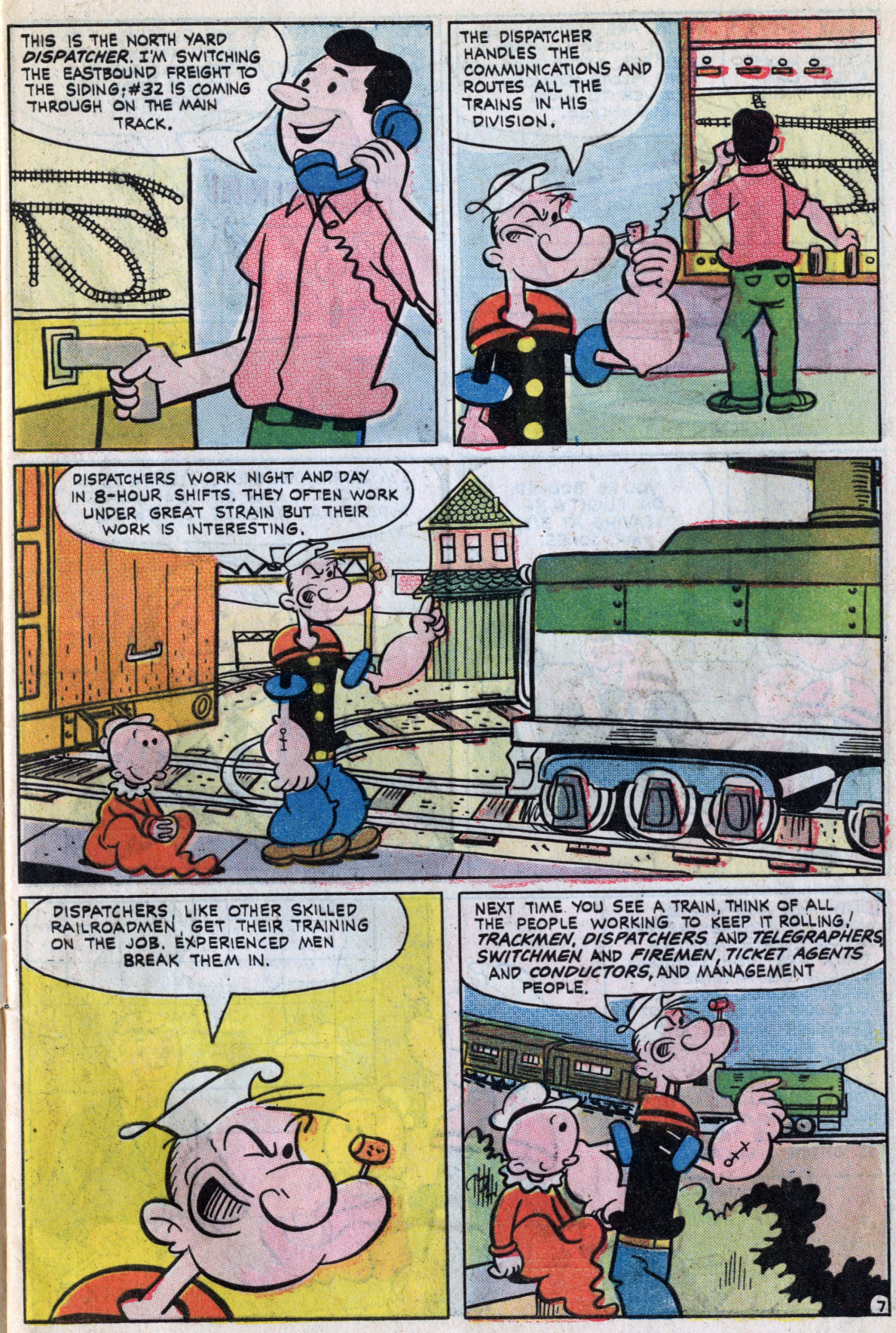

POOR POPEYE IS GOING TO BE KILLED!
ULLP!



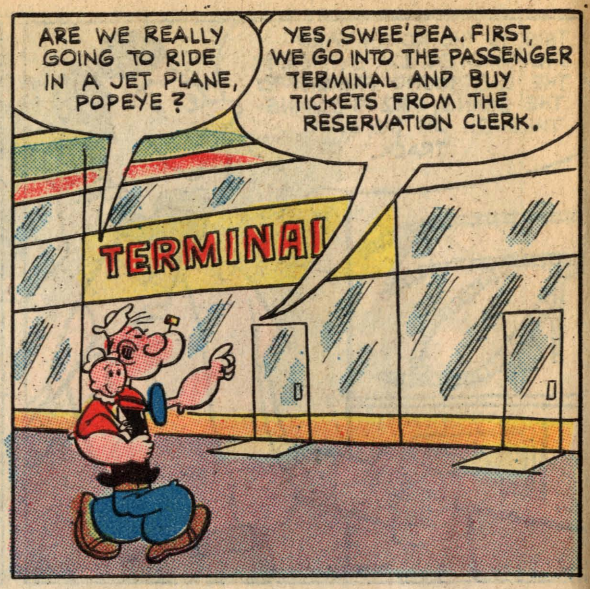

WHAT ARE THEY DOING, POPEYE?
THEY ARE *TRACKMEN*. THEY CONSTRUCT, MAINTAIN, AND REPAIR TRACKS AND ROADWAYS.

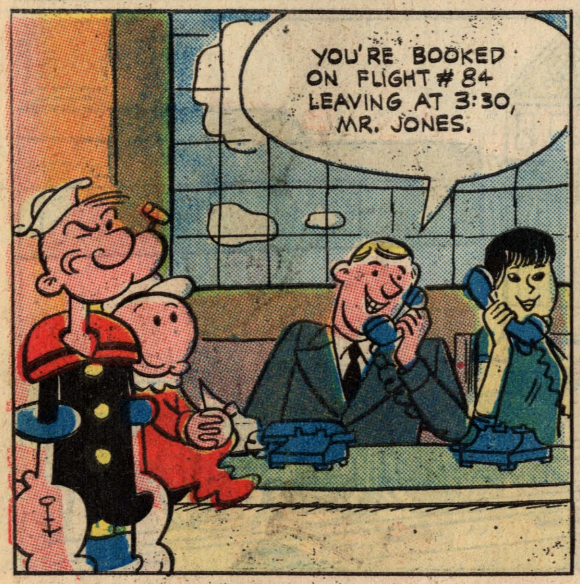

TRACK WORKERS DON'T MAKE AS MUCH MONEY AS *LOCOMOTIVE ENGINEERS* OR OTHER SKILLED WORKERS BUT MOST OF THEM LIKE THEIR JOBS.

TRACK WORKERS ARE TRAINED ON THE JOB. IT TAKES ABOUT TWO YEARS TO BECOME A SKILLED ALL-AROUND TRACKMAN. APPLICANTS GENERALLY HAVE TO BE ABLE TO READ, WRITE AND PASS A PHYSICAL EXAMINATION.

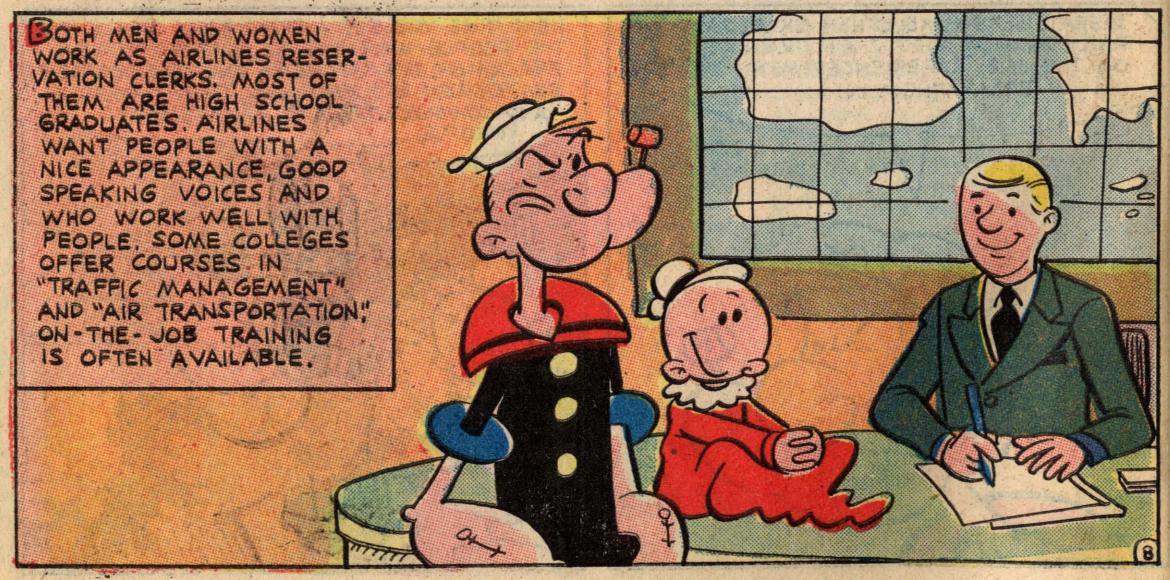

THIS IS THE NORTH YARD DISPATCHER. I'M SWITCHING THE EASTBOUND FREIGHT TO THE SIDING; #32 IS COMING THROUGH ON THE MAIN TRACK.
THE DISPATCHER HANDLES THE COMMUNICATIONS AND ROUTES ALL THE TRAINS IN HIS DIVISION.
DISPATCHERS WORK NIGHT AND DAY IN 8-HOUR SHIFTS. THEY OFTEN WORK UNDER GREAT STRAIN BUT THEIR WORK IS INTERESTING.
DISPATCHERS, LIKE OTHER SKILLED RAILROADMEN, GET THEIR TRAINING ON THE JOB. EXPERIENCED MEN BREAK THEM IN.
NEXT TIME YOU SEE A TRAIN, THINK OF ALL THE PEOPLE WORKING TO KEEP IT ROLLING! TRACKMEN, DISPATCHERS AND TELEGRAPHERS, SWITCHMEN AND FIREMEN, TICKET AGENTS AND CONDUCTORS, AND MANAGEMENT PEOPLE.

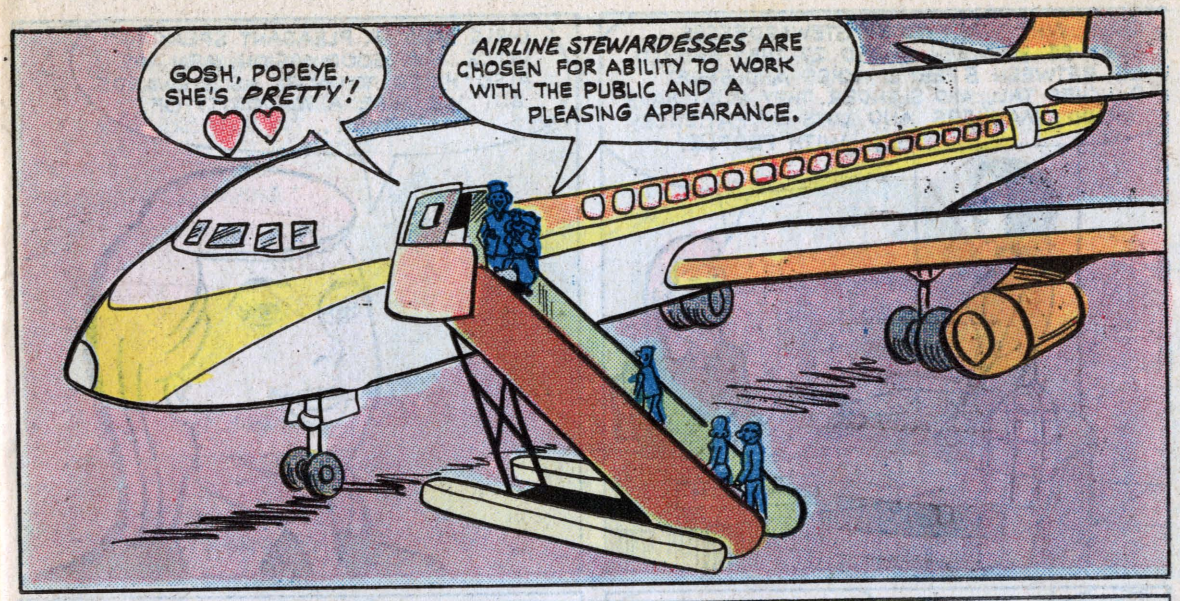
GOLLY, POPEYE, BIG JET PLANES MAKE A LOT OF NOISE TAKING OFF!
THERE ARE STRICT LAWS ABOUT NOISE CONTROL, SWEE'PEA. AFTER TAKE-OFF, PILOTS REDUCE POWER TO MAKE LESS NOISE.


ARE WE REALLY GOING TO RIDE IN A JET PLANE, POPEYE?
YES, SWEE'PEA. FIRST, WE GO INTO THE PASSENGER TERMINAL AND BUY TICKETS FROM THE RESERVATION CLERK.
TERMINAL

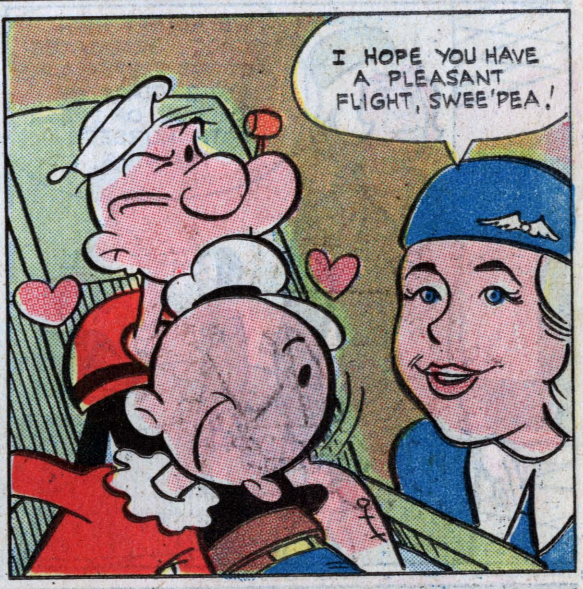

YOU'RE BOOKED ON FLIGHT # 84 LEAVING AT 3:30, MR. JONES.

I'M SORRY, MR. BROWN, FLIGHT # 23 IS SOLD OUT. I CAN GET YOU ABOARD MIDCENTRAL AIRLINES FLIGHT # 62.

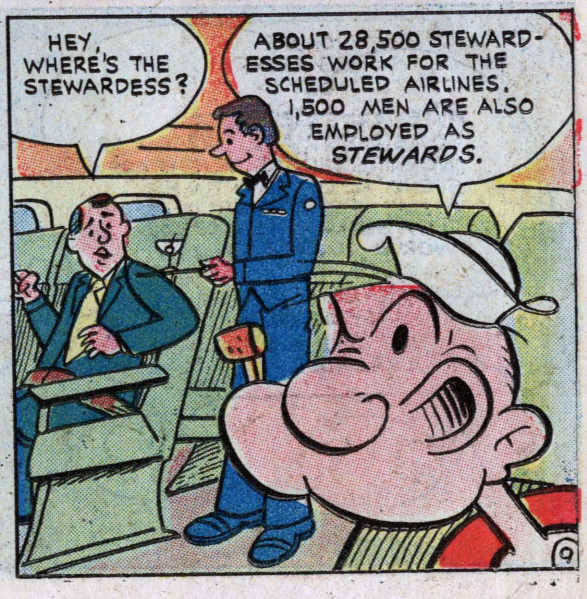

BOTH MEN AND WOMEN WORK AS AIRLINES RESERVATION CLERKS. MOST OF THEM ARE HIGH SCHOOL GRADUATES. AIRLINES WANT PEOPLE WITH A NICE APPEARANCE, GOOD SPEAKING VOICES AND WHO WORK WELL WITH PEOPLE. SOME COLLEGES OFFER COURSES IN "TRAFFIC MANAGEMENT" AND "AIR TRANSPORTATION." ON-THE-JOB TRAINING IS OFTEN AVAILABLE.


GOSH, POPEYE, SHE'S *PRETTY*!
*AIRLINE STEWARDESSES* ARE CHOSEN FOR ABILITY TO WORK WITH THE PUBLIC AND A PLEASING APPEARANCE.

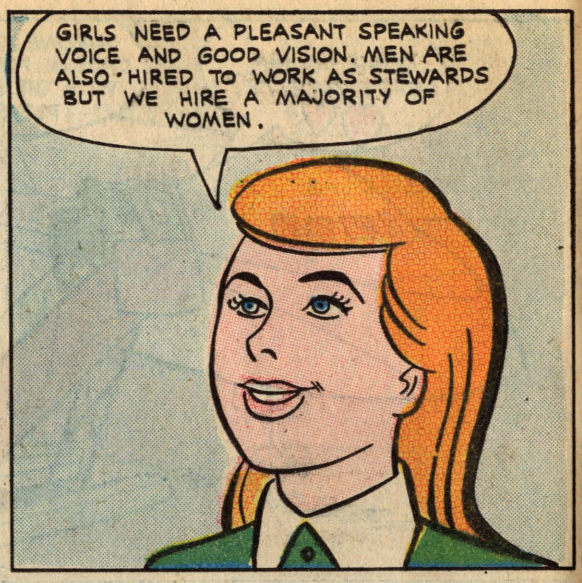
MOST PEOPLE THINK STEWARDESSES JUST SERVE DRINKS AND SMILE AT THE PASSENGERS, BUT BEFORE PASSENGERS BOARD THE PLANE, THE STEWARDESSES GO TO A FLIGHT CREW MEETING. THEN THEY CHECK THE CABIN TO MAKE SURE SUPPLIES AND EMERGENCY GEAR ARE IN PLACE. THEY ARE TRAINED IN SIMPLE FIRST-AID.

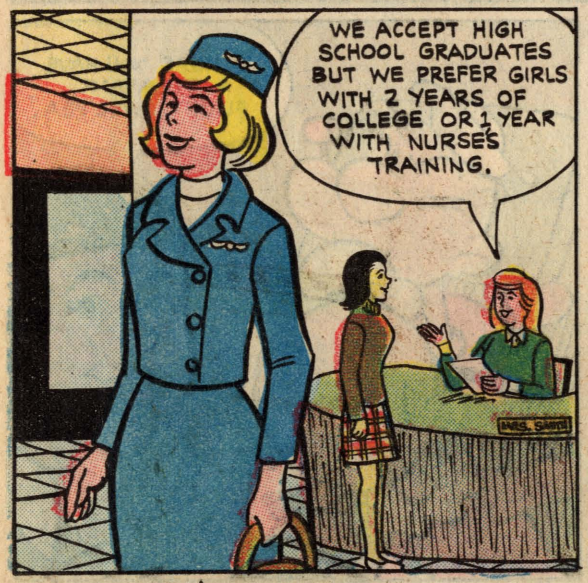

I HOPE YOU HAVE A PLEASANT FLIGHT, SWEE'PEA!

THE STEWARDESS CHECKED OUR TICKETS AND TOLD US WHERE TO SIT WHEN WE CAME ON BOARD. SHE MADE US COMFORTABLE AND HELPED US FASTEN OUR SEAT BELTS AT TAKE-OFF. SHE'S ALWAYS BUSY MAKING PASSENGERS COMFORTABLE DURING A FLIGHT.


HEY, WHERE'S THE STEWARDESS?
ABOUT 28,500 STEWARDESSES WORK FOR THE SCHEDULED AIRLINES. 1,500 MEN ARE ALSO EMPLOYED AS *STEWARDS*.

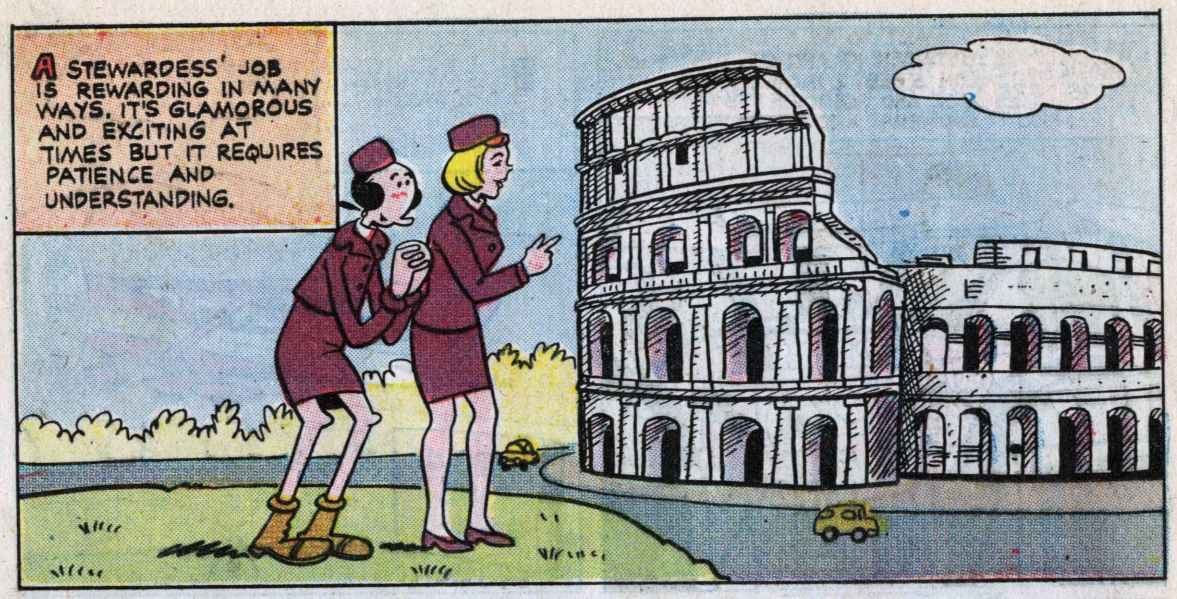
GIRLS WHO WANT TO BE STEWARDESSES MUST BE BETWEEN 19 AND 27. THEY SHOULD BE BETWEEN 5 FEET 2 INCHES AND 5 FEET 9 INCHES TALL, AND SLENDER. THEY MUST HAVE GOOD MANNERS AND LOTS OF PATIENCE WITH PEOPLE.
MRS. SMITH

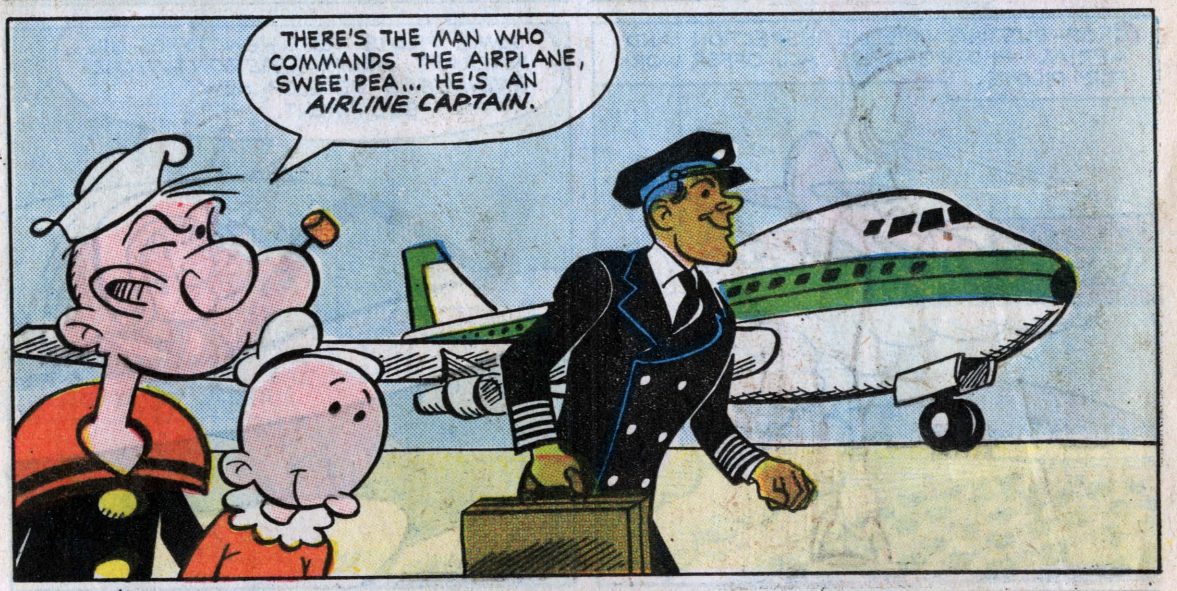

GIRLS NEED A PLEASANT SPEAKING VOICE AND GOOD VISION. MEN ARE ALSO HIRED TO WORK AS STEWARDS BUT WE HIRE A MAJORITY OF WOMEN.

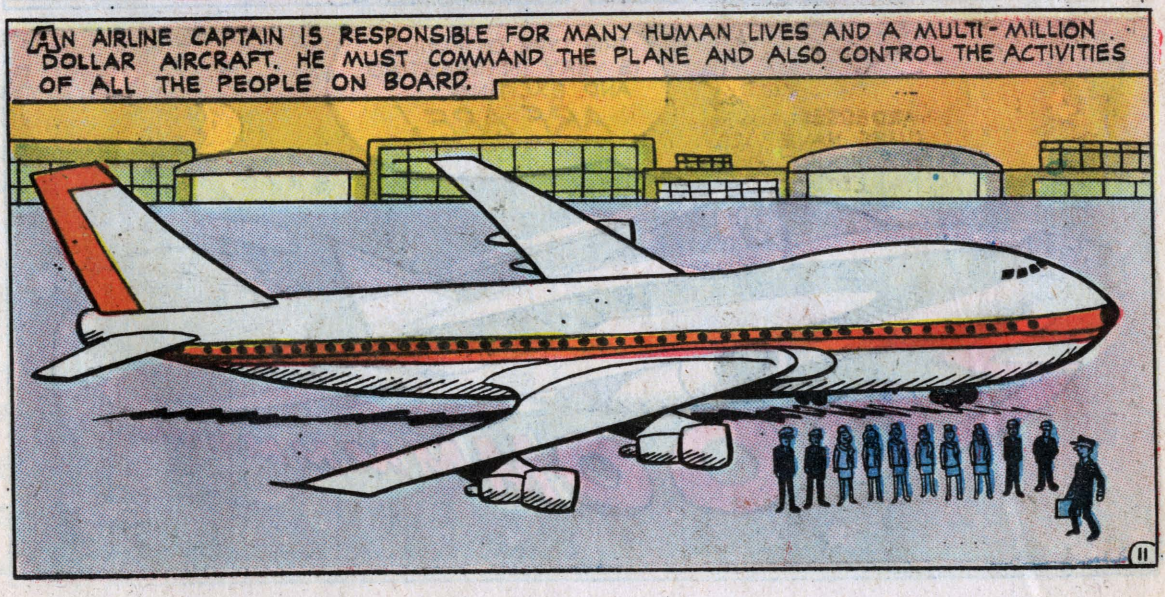

WE ACCEPT HIGH SCHOOL GRADUATES BUT WE PREFER GIRLS WITH 2 YEARS OF COLLEGE OR 1 YEAR WITH NURSES TRAINING.

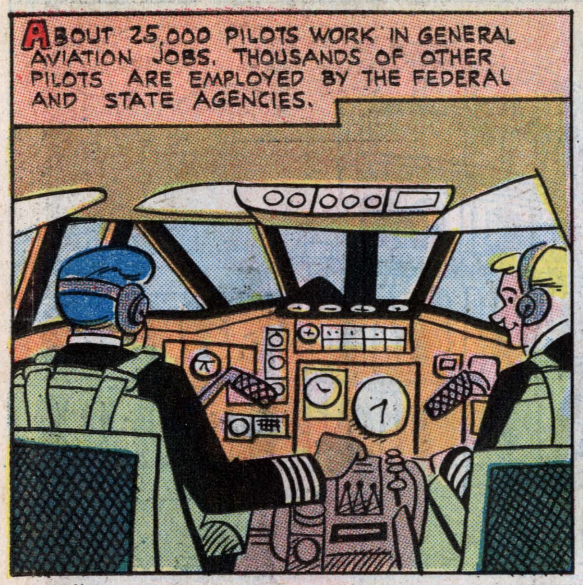
THERE ARE FREQUENT JOB OPENINGS BECAUSE STEWARDESSES OFTEN ONLY WORK 2 OR 3 YEARS BEFORE LEAVING TO GET MARRIED.

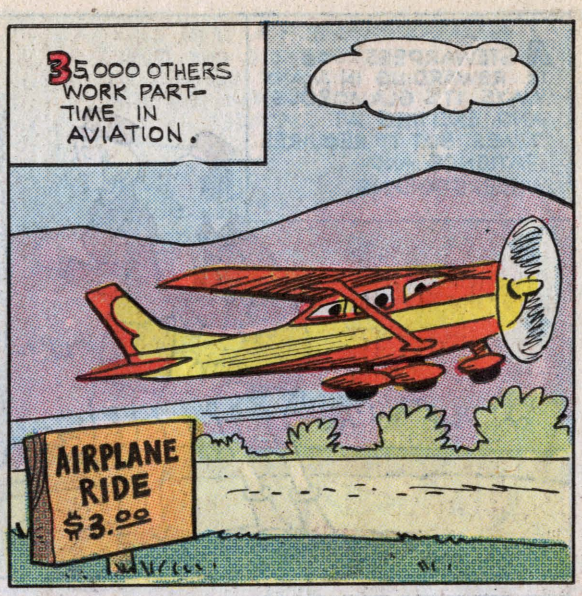
STEWARDESSES MUST SOMETIMES HAVE IRREGULAR WORKING HOURS. FLIGHT CREWS SPEND A LOT OF TIME AWAY FROM HOME, BUT THEY SEE A LOT OF THE WORLD.

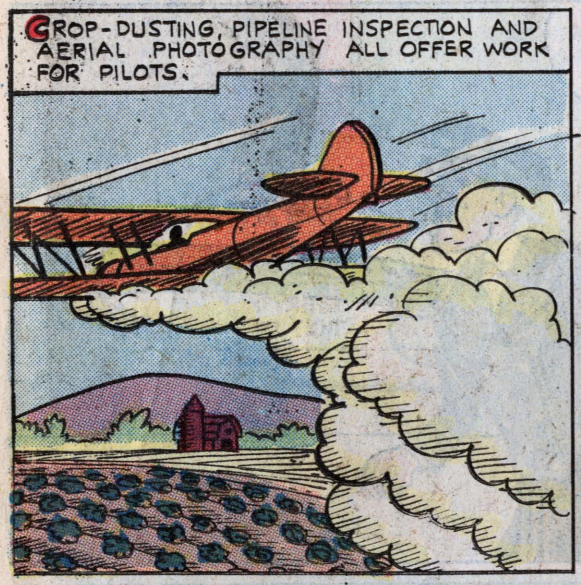

A STEWARDESS' JOB IS REWARDING IN MANY WAYS. IT'S GLAMOROUS AND EXCITING AT TIMES BUT IT REQUIRES PATIENCE AND UNDERSTANDING.

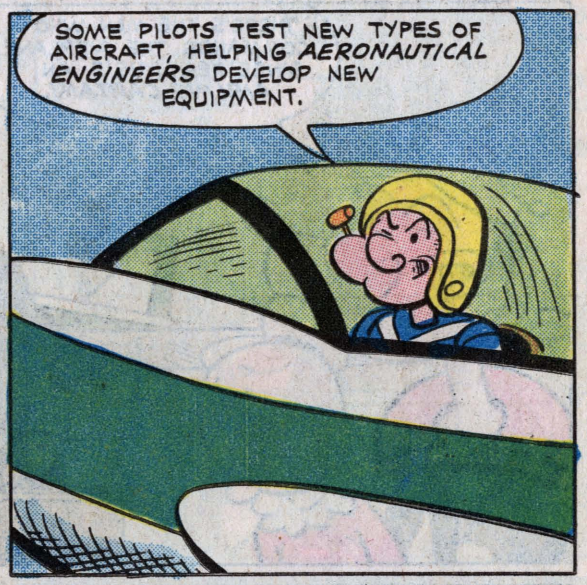

THERE'S THE MAN WHO COMMANDS THE AIRPLANE, SWEE'PEA... HE'S AN AIRLINE CAPTAIN.

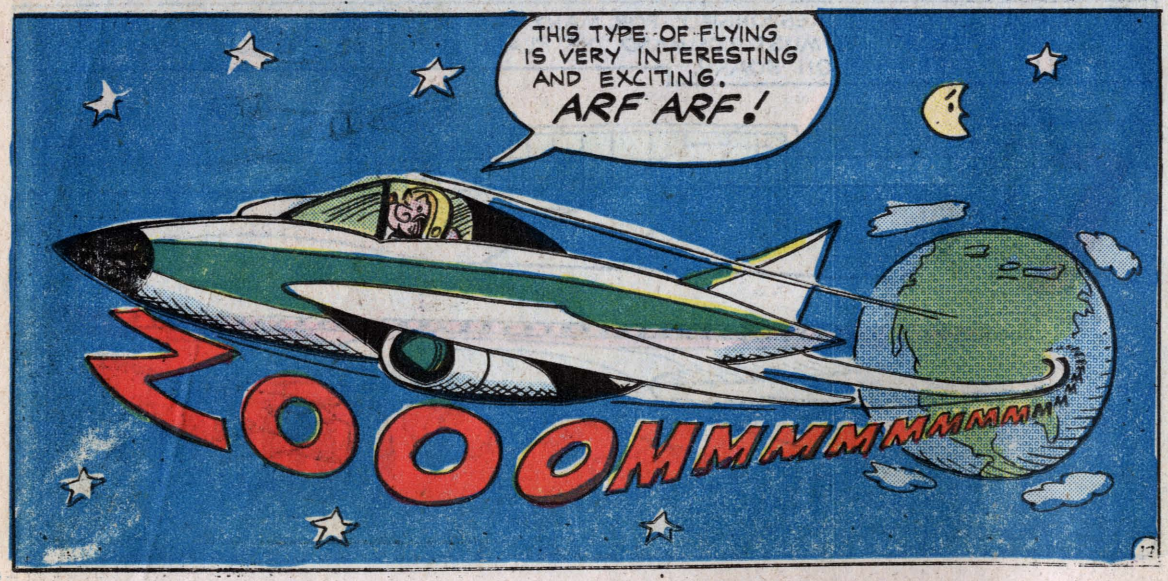

AN AIRLINE CAPTAIN IS RESPONSIBLE FOR MANY HUMAN LIVES AND A MULTI-MILLION DOLLAR AIRCRAFT. HE MUST COMMAND THE PLANE AND ALSO CONTROL THE ACTIVITIES OF ALL THE PEOPLE ON BOARD.


ABOUT 25,000 PILOTS WORK IN GENERAL AVIATION JOBS. THOUSANDS OF OTHER PILOTS ARE EMPLOYED BY THE FEDERAL AND STATE AGENCIES.

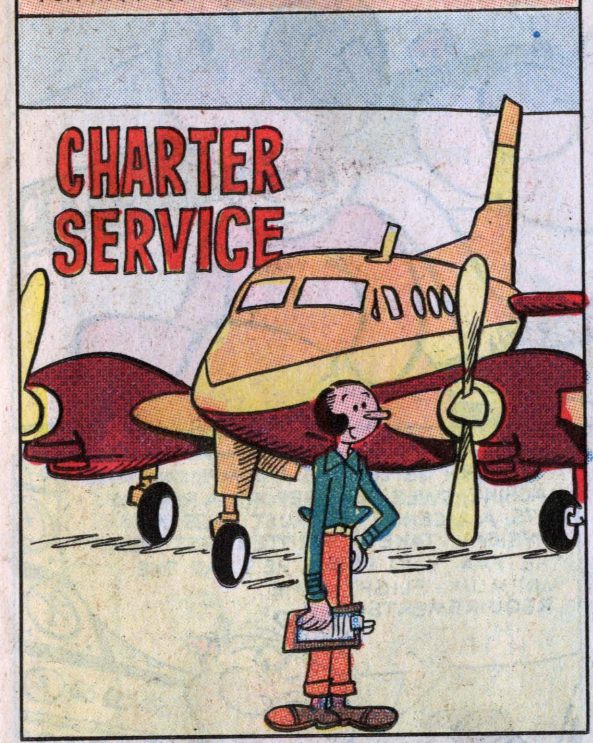

35,000 OTHERS WORK PART-TIME IN AVIATION.
AIRPLANE RIDE $3.00


CROP-DUSTING, PIPELINE INSPECTION AND AERIAL PHOTOGRAPHY ALL OFFER WORK FOR PILOTS.

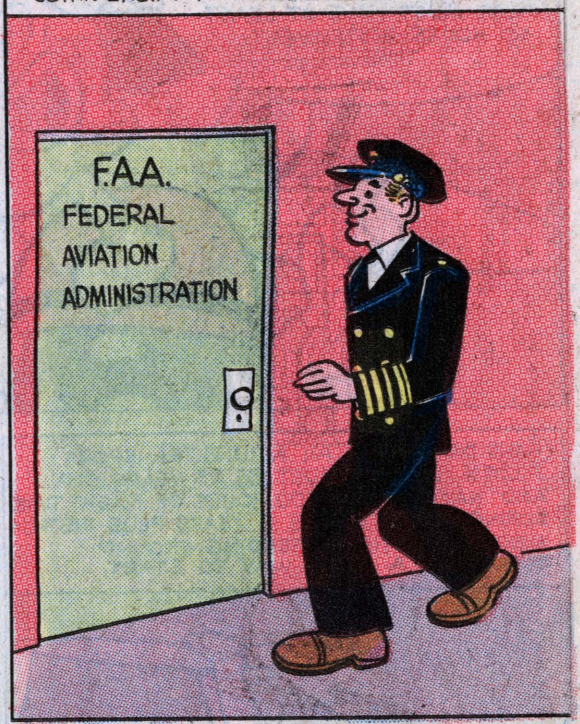

SOME PILOTS TEST NEW TYPES OF AIRCRAFT, HELPING *AERONAUTICAL ENGINEERS* DEVELOP NEW EQUIPMENT.


THIS TYPE OF FLYING IS VERY INTERESTING AND EXCITING. *ARF ARF!*
ZOOOMMMMMMMMMM

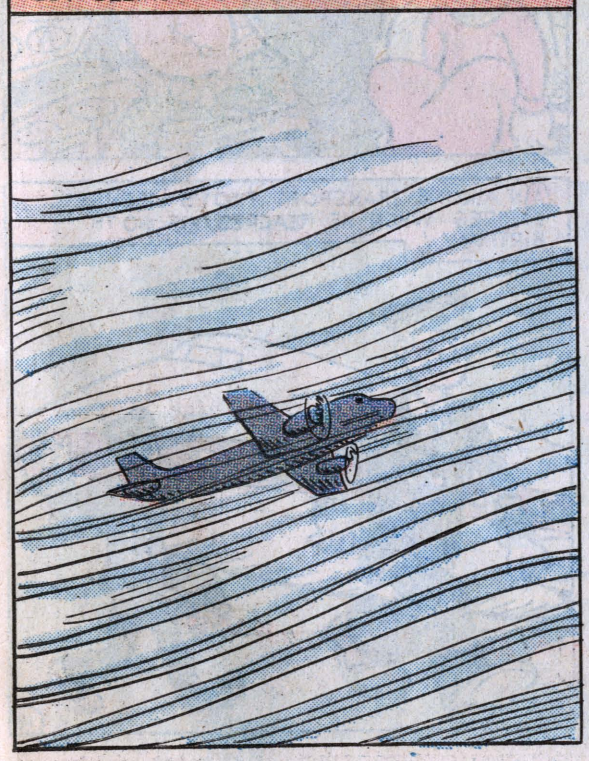
WOMEN HAVEN'T BEEN HIRED AS PILOTS BY MAJOR AIRLINES BUT THOUSANDS OF WOMEN HAVE LICENSES AND SOME WORK IN GENERAL AVIATION. GIRLS MAY BE FLYING FOR MAJOR AIRLINES SOON.



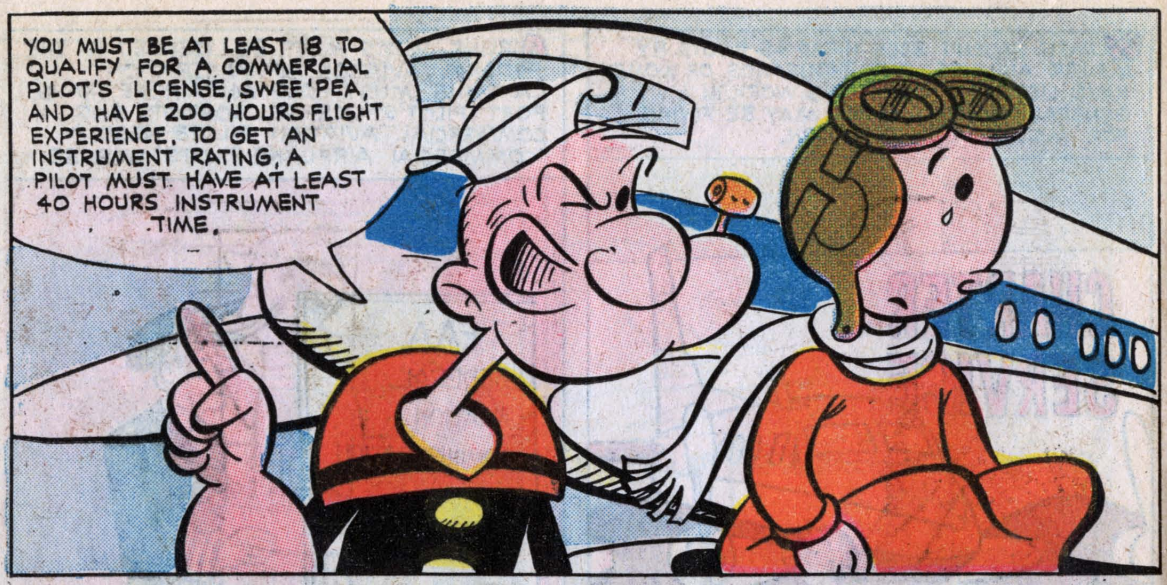

AIRLINE PILOTS MUST BE LICENSED BY THE FEDERAL AVIATION ADMINISTRATION. CAPTAINS MUST HOLD AN "AIRLINE TRANSPORT PILOT'S" LICENSE. COPILOTS AND COMMERCIAL AVIATION PILOTS NEED A "COMMERCIAL AIRPLANE PILOT'S" LICENSE.

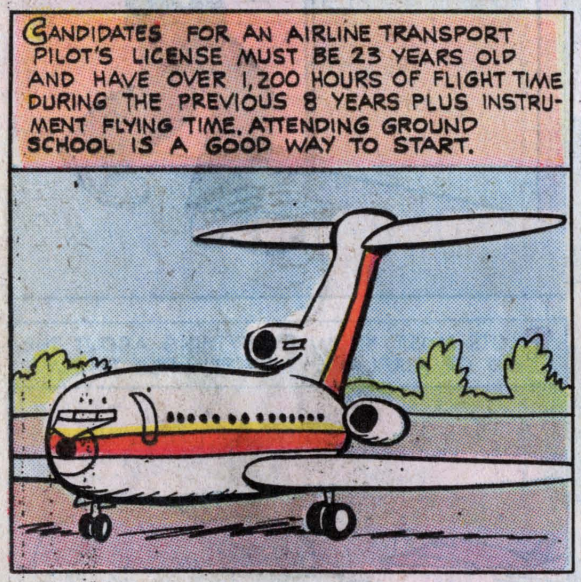


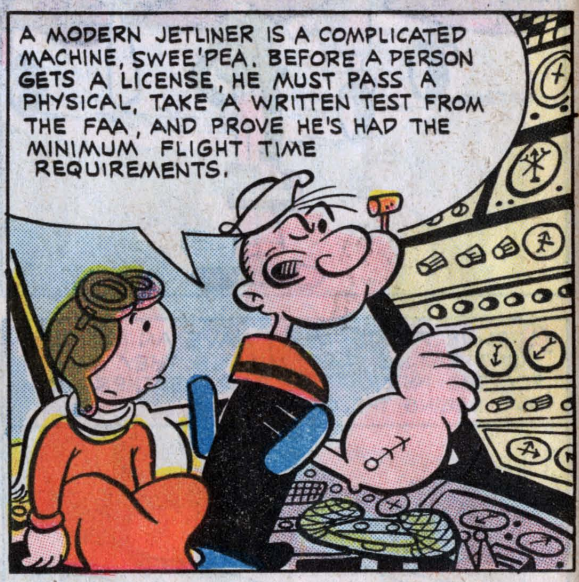

AIRLINE PILOTS MUST HAVE AN INSTRUMENT RATING. THIS MEANS THEY CAN FLY THE AIRCRAFT IN BAD WEATHER WITHOUT SEEING THE GROUND.



PILOTS MUST KNOW EVERYTHING ABOUT THE KIND OF AIRPLANE THEY'RE HIRED TO FLY!

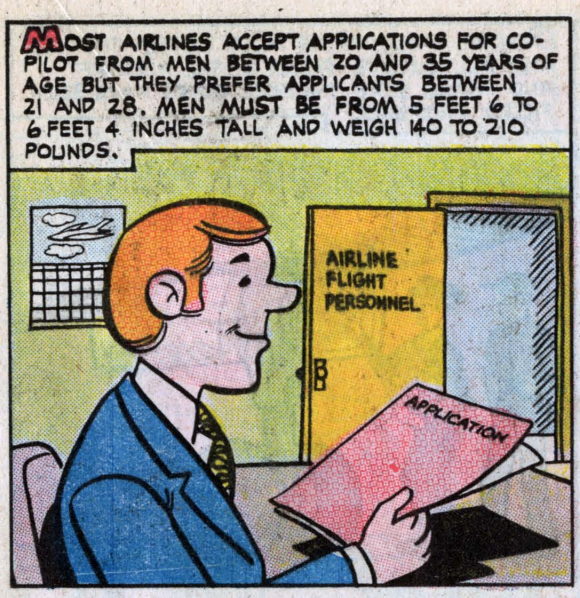

YOU MUST BE AT LEAST 18 TO QUALIFY FOR A COMMERCIAL PILOT'S LICENSE, SWEE'PEA, AND HAVE 200 HOURS FLIGHT EXPERIENCE. TO GET AN INSTRUMENT RATING, A PILOT MUST HAVE AT LEAST 40 HOURS INSTRUMENT TIME.

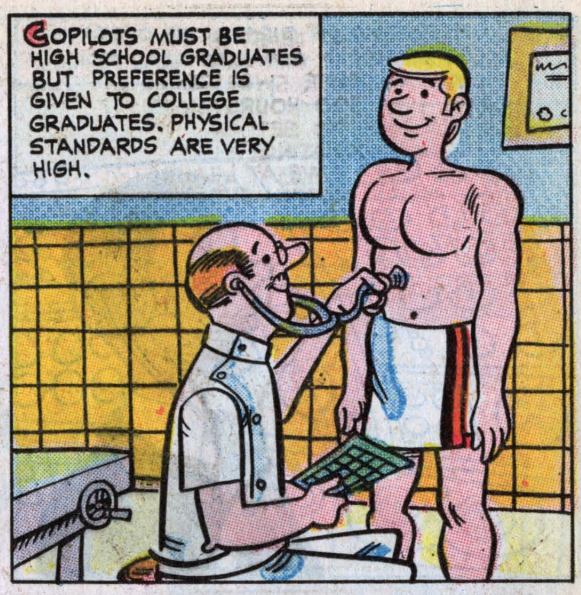

CANDIDATES FOR AN AIRLINE TRANSPORT PILOT'S LICENSE MUST BE 23 YEARS OLD AND HAVE OVER 1,200 HOURS OF FLIGHT TIME DURING THE PREVIOUS 8 YEARS PLUS INSTRUMENT FLYING TIME. ATTENDING GROUND SCHOOL IS A GOOD WAY TO START.

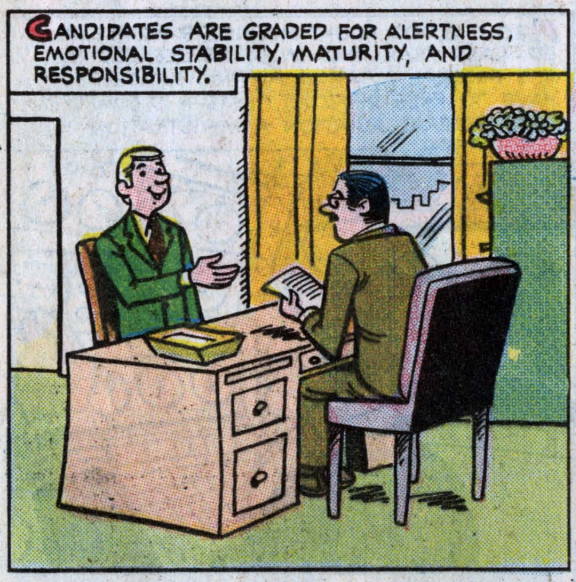

A MODERN JETLINER IS A COMPLICATED MACHINE, SWEE'PEA. BEFORE A PERSON GETS A LICENSE, HE MUST PASS A PHYSICAL, TAKE A WRITTEN TEST FROM THE FAA, AND PROVE HE'S HAD THE MINIMUM FLIGHT TIME REQUIREMENTS.

A PROFESSIONAL PILOT MUST TAKE AN ANNUAL PHYSICAL AND STAY IN EXCELLENT CONDITION. HERE'S ONE FELLOW WHO DIDN'T QUITE MAKE IT.
FAA INSPECTOR

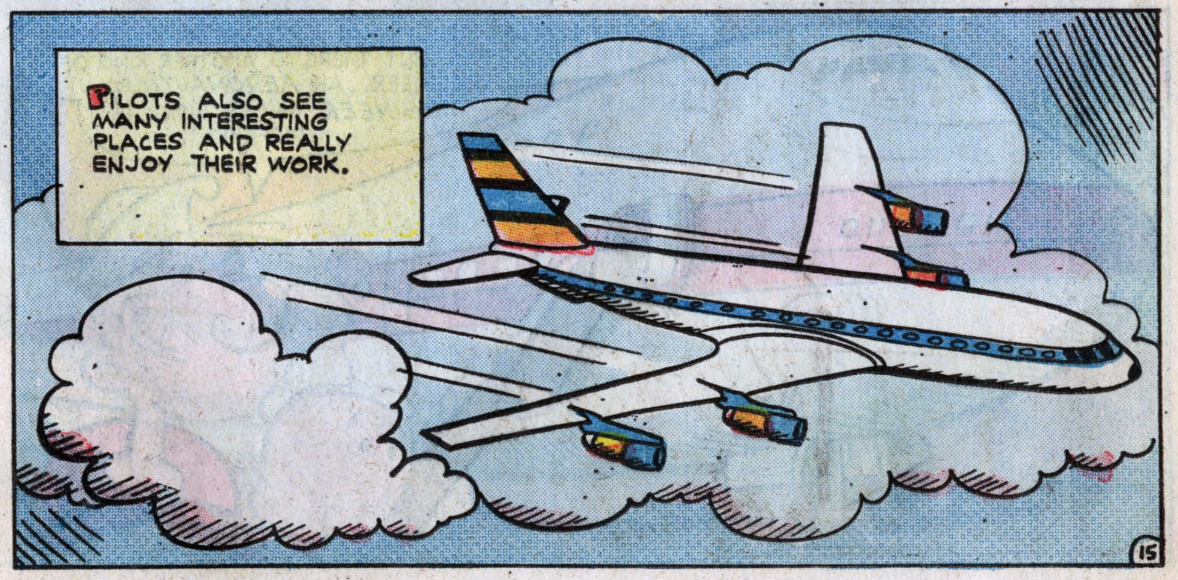
AN AIRLINE TRANSPORT PILOT'S LICENSE EXPIRES WHEN HE REACHES HIS 60TH BIRTHDAY!


MOST AIRLINES ACCEPT APPLICATIONS FOR CO-PILOT FROM MEN BETWEEN 20 AND 35 YEARS OF AGE BUT THEY PREFER APPLICANTS BETWEEN 21 AND 28. MEN MUST BE FROM 5 FEET 6 TO 6 FEET 4 INCHES TALL AND WEIGH 140 TO 210 POUNDS.
AIRLINE FLIGHT PERSONNEL
APPLICATION

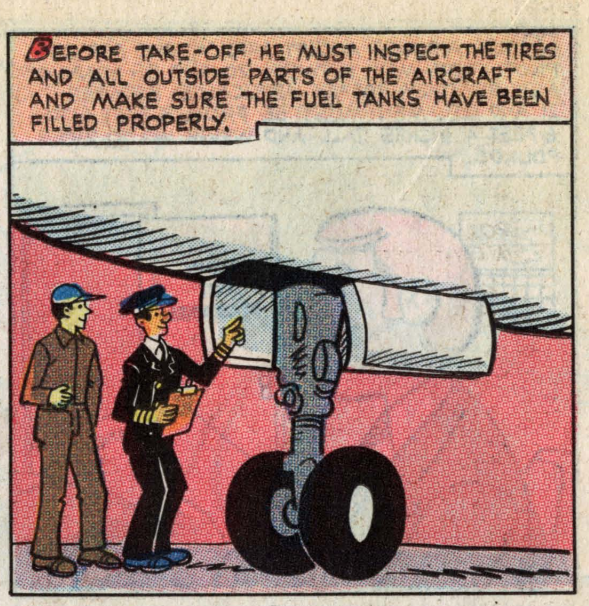

COPILOTS MUST BE HIGH SCHOOL GRADUATES BUT PREFERENCE IS GIVEN TO COLLEGE GRADUATES. PHYSICAL STANDARDS ARE VERY HIGH.

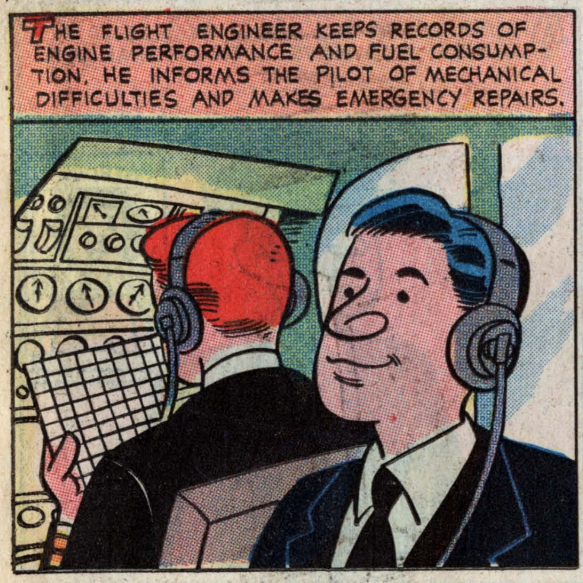

CANDIDATES ARE GRADED FOR ALERTNESS, EMOTIONAL STABILITY, MATURITY, AND RESPONSIBILITY.

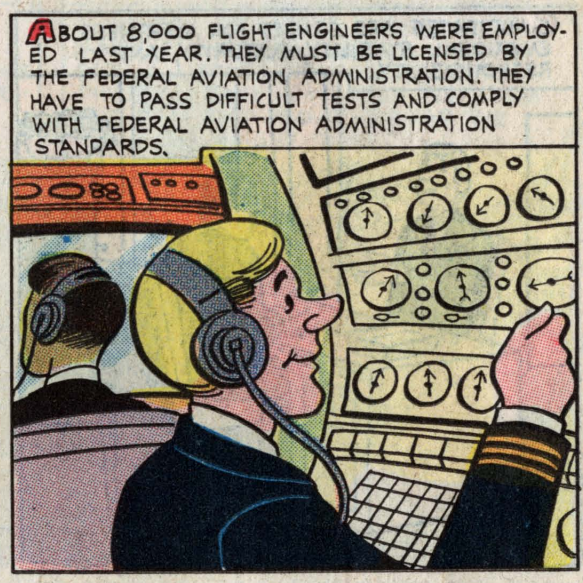
AIRLINE PILOTS ALL MAKE EXCELLENT SALARIES AND HAVE LOTS OF TIME OFF.
PAYROLL
PILOT

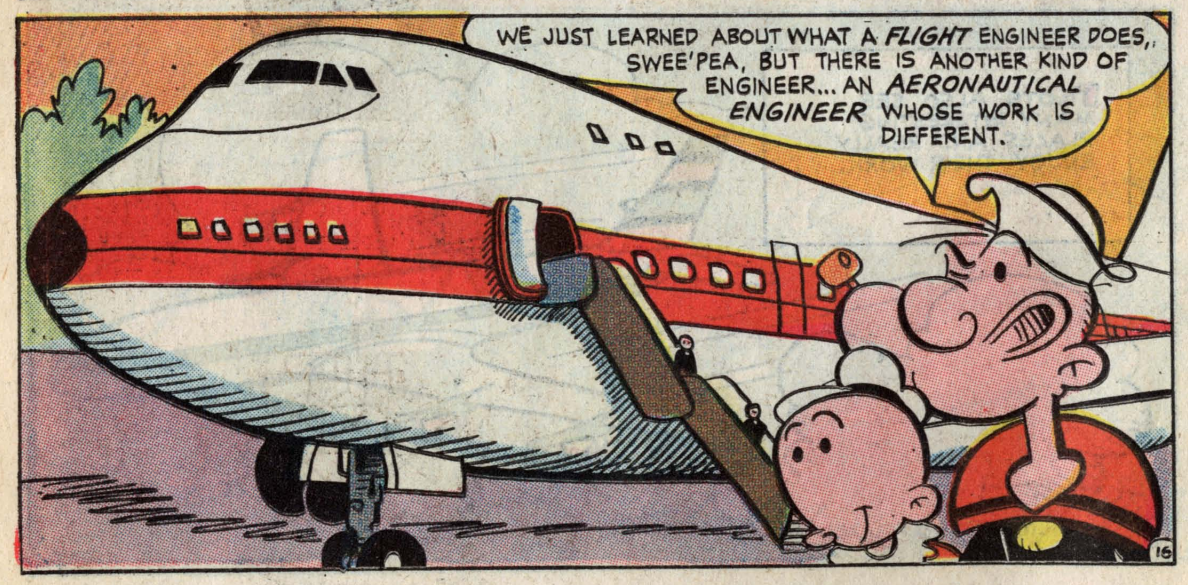

PILOTS ALSO SEE MANY INTERESTING PLACES AND REALLY ENJOY THEIR WORK.

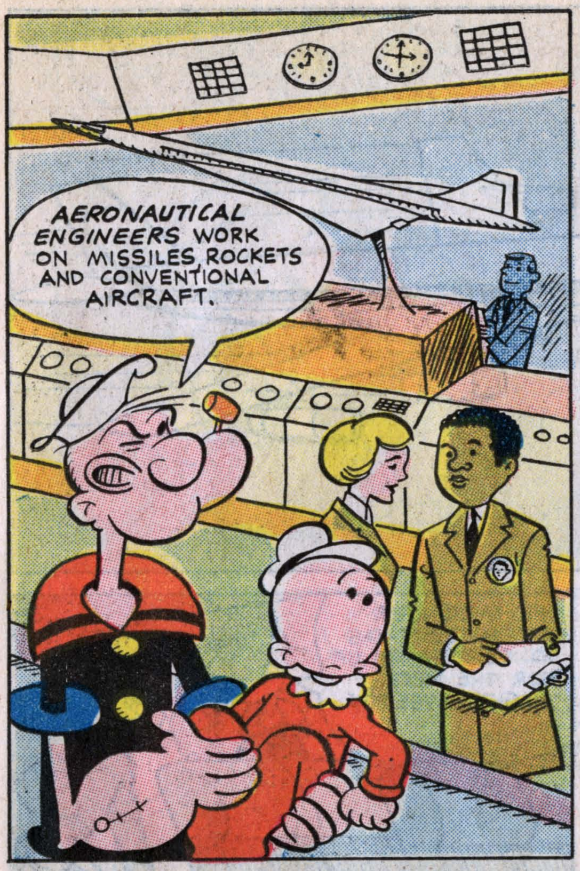
A FLIGHT ENGINEER CHECKS THE OPERATION OF ALL MECHANICAL AND ELECTRICAL DEVICES ON LARGE AIRCRAFT.

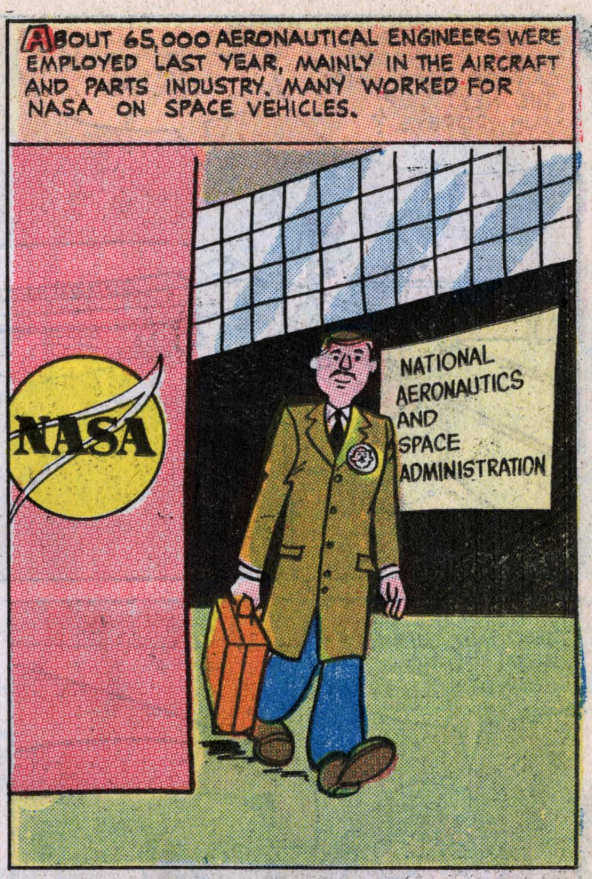

BEFORE TAKE-OFF, HE MUST INSPECT THE TIRES AND ALL OUTSIDE PARTS OF THE AIRCRAFT AND MAKE SURE THE FUEL TANKS HAVE BEEN FILLED PROPERLY.

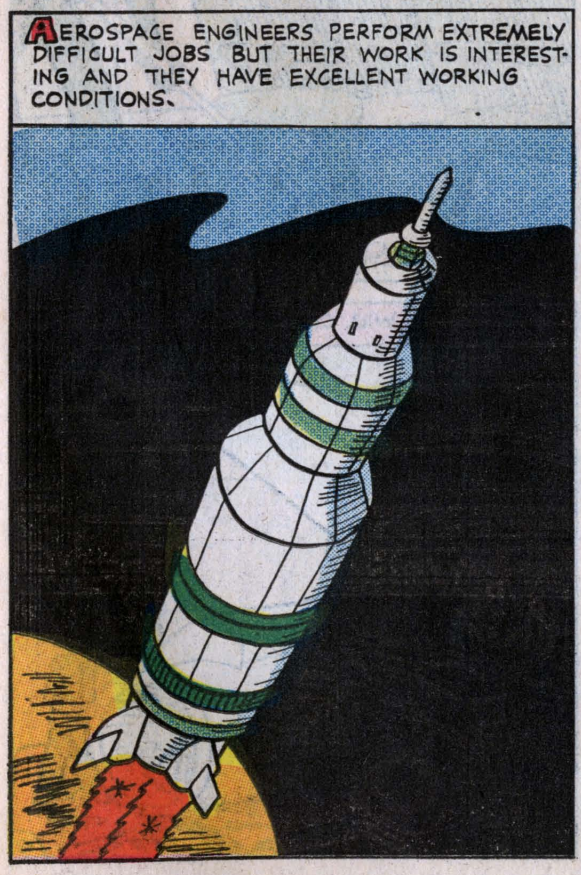

THE FLIGHT ENGINEER KEEPS RECORDS OF ENGINE PERFORMANCE AND FUEL CONSUMPTION. HE INFORMS THE PILOT OF MECHANICAL DIFFICULTIES AND MAKES EMERGENCY REPAIRS.

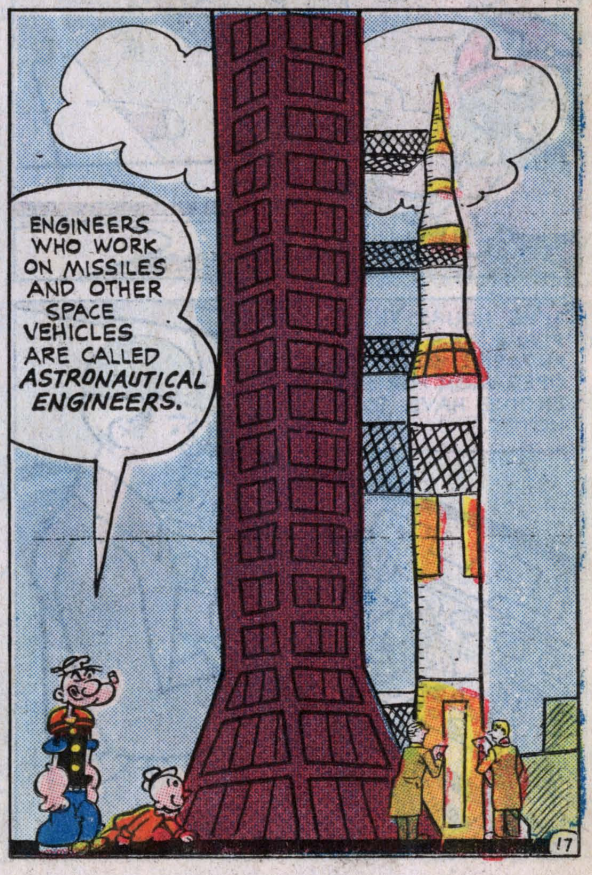

ABOUT 8,000 FLIGHT ENGINEERS WERE EMPLOYED LAST YEAR. THEY MUST BE LICENSED BY THE FEDERAL AVIATION ADMINISTRATION. THEY HAVE TO PASS DIFFICULT TESTS AND COMPLY WITH FEDERAL AVIATION ADMINISTRATION STANDARDS.


WE JUST LEARNED ABOUT WHAT A FLIGHT ENGINEER DOES, SWEE'PEA, BUT THERE IS ANOTHER KIND OF ENGINEER... AN AERONAUTICAL ENGINEER WHOSE WORK IS DIFFERENT.

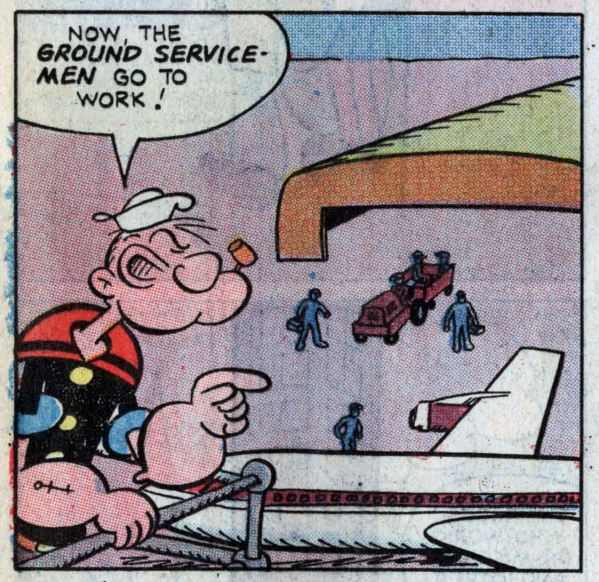

AERONAUTICAL ENGINEERS WORK ON MISSILES, ROCKETS AND CONVENTIONAL AIRCRAFT.

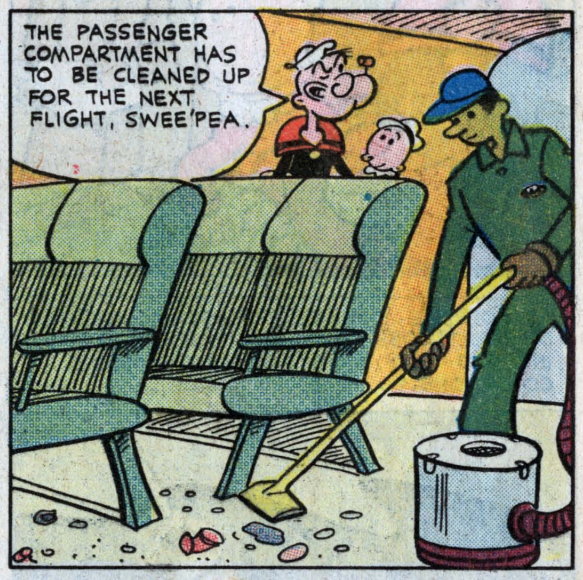

ABOUT 65,000 AERONAUTICAL ENGINEERS WERE EMPLOYED LAST YEAR, MAINLY IN THE AIRCRAFT AND PARTS INDUSTRY. MANY WORKED FOR NASA ON SPACE VEHICLES.
NASA
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

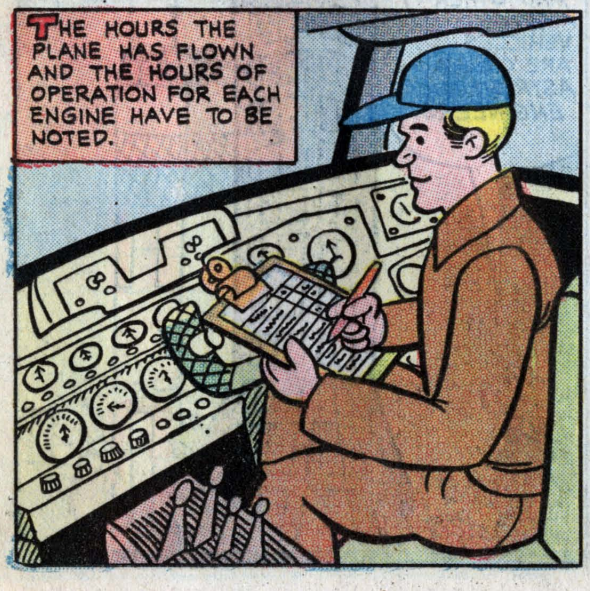

AEROSPACE ENGINEERS PERFORM EXTREMELY DIFFICULT JOBS BUT THEIR WORK IS INTERESTING AND THEY HAVE EXCELLENT WORKING CONDITIONS.

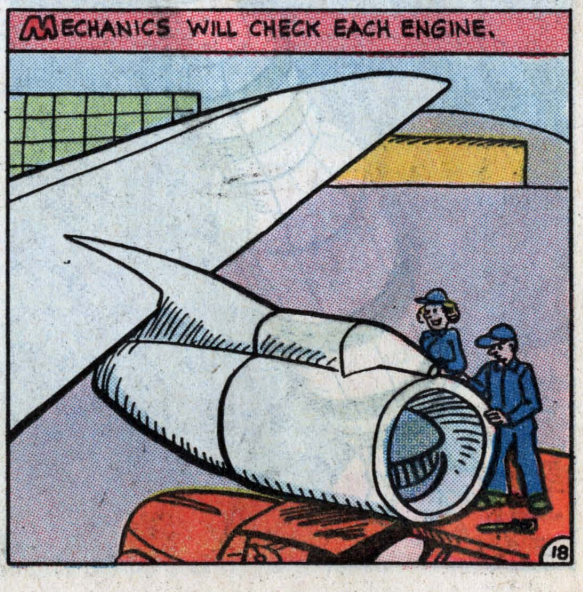

ENGINEERS WHO WORK ON MISSILES AND OTHER SPACE VEHICLES ARE CALLED ASTRONAUTICAL ENGINEERS.

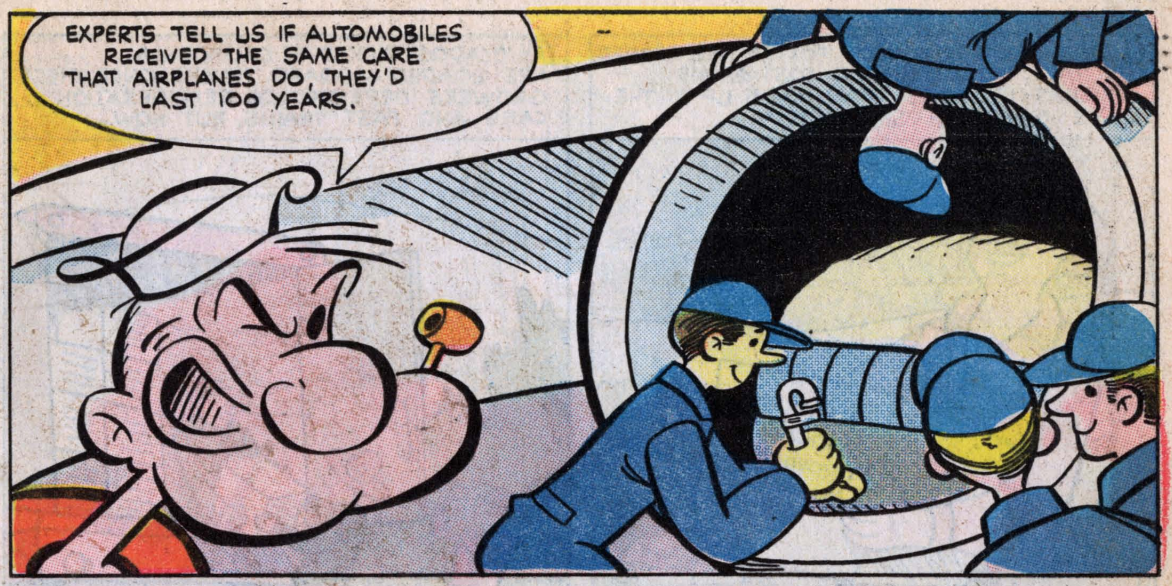
AFTER THE JET PLANE LANDS, EVERYBODY CAN GO HOME UNTIL THE NEXT TRIP, HUH, POPEYE?
YOU'RE WRONG, SWEE'PEA.

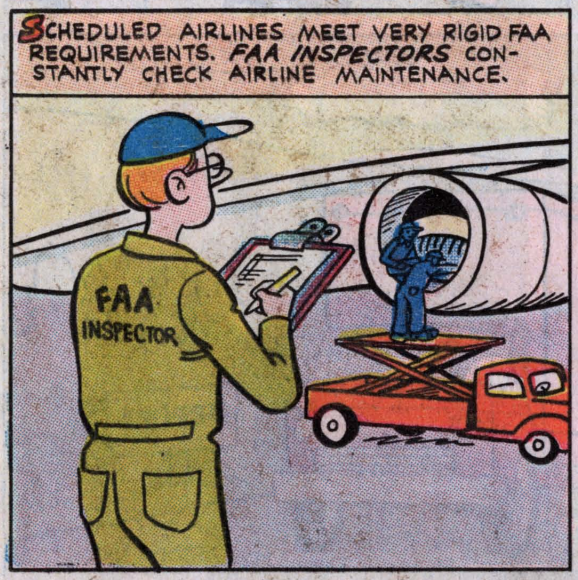

NOW, THE GROUND SERVICE-MEN GO TO WORK!

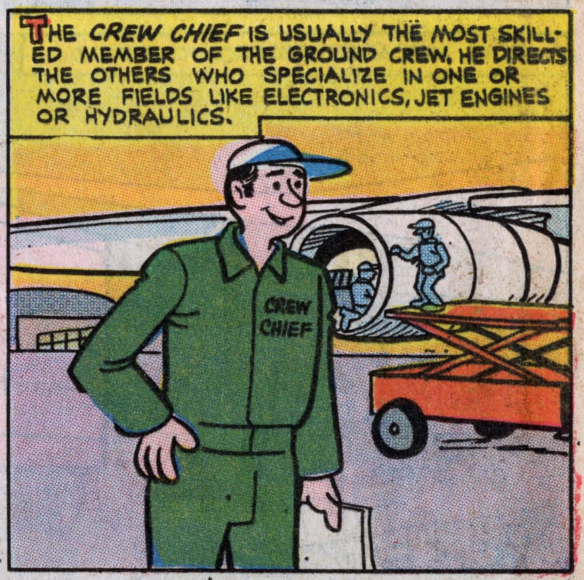

THE PASSENGER COMPARTMENT HAS TO BE CLEANED UP FOR THE NEXT FLIGHT, SWEE'PEA.


THE HOURS THE PLANE HAS FLOWN AND THE HOURS OF OPERATION FOR EACH ENGINE HAVE TO BE NOTED.


MECHANICS WILL CHECK EACH ENGINE.

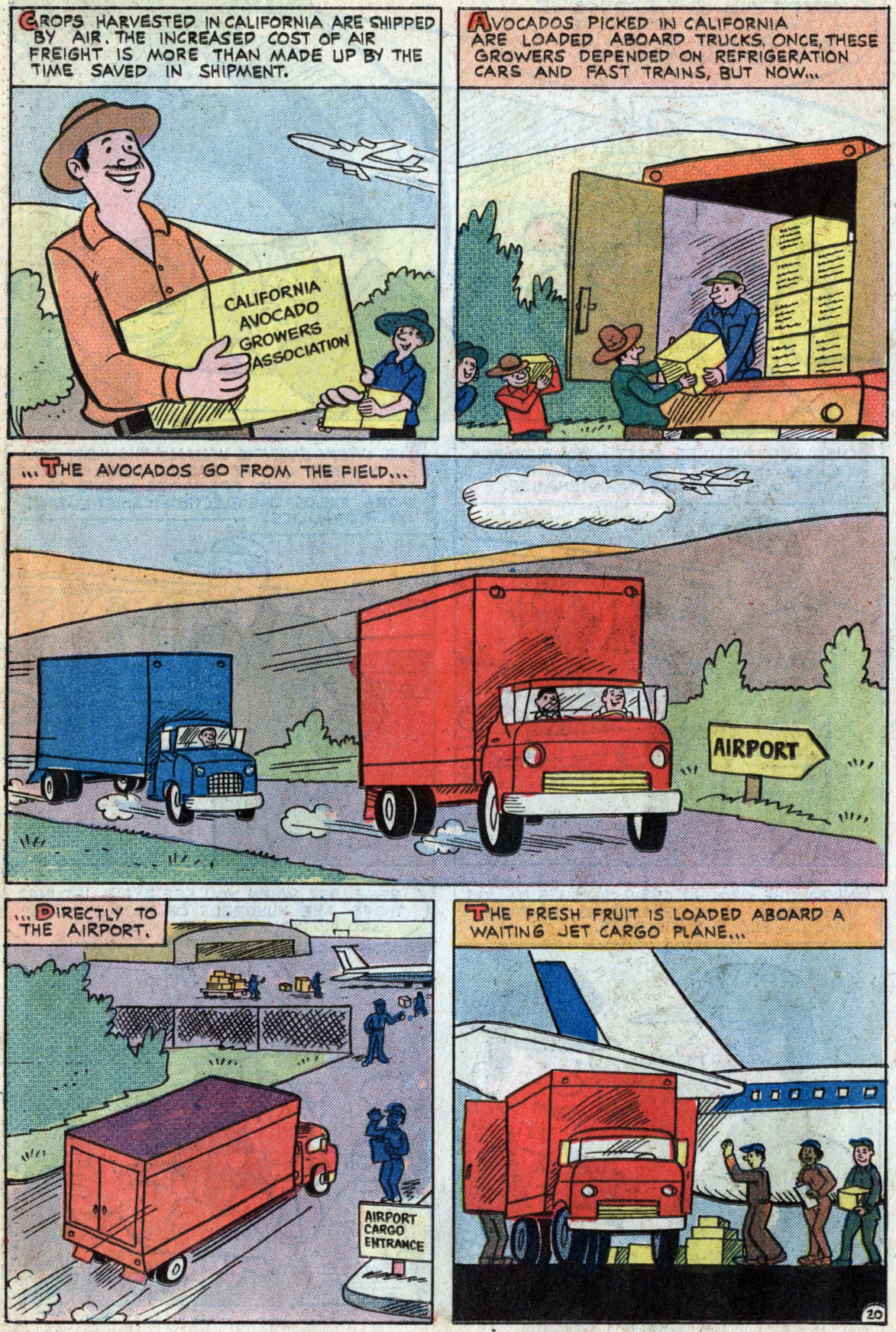

EXPERTS TELL US IF AUTOMOBILES RECEIVED THE SAME CARE THAT AIRPLANES DO, THEY'D LAST 100 YEARS.

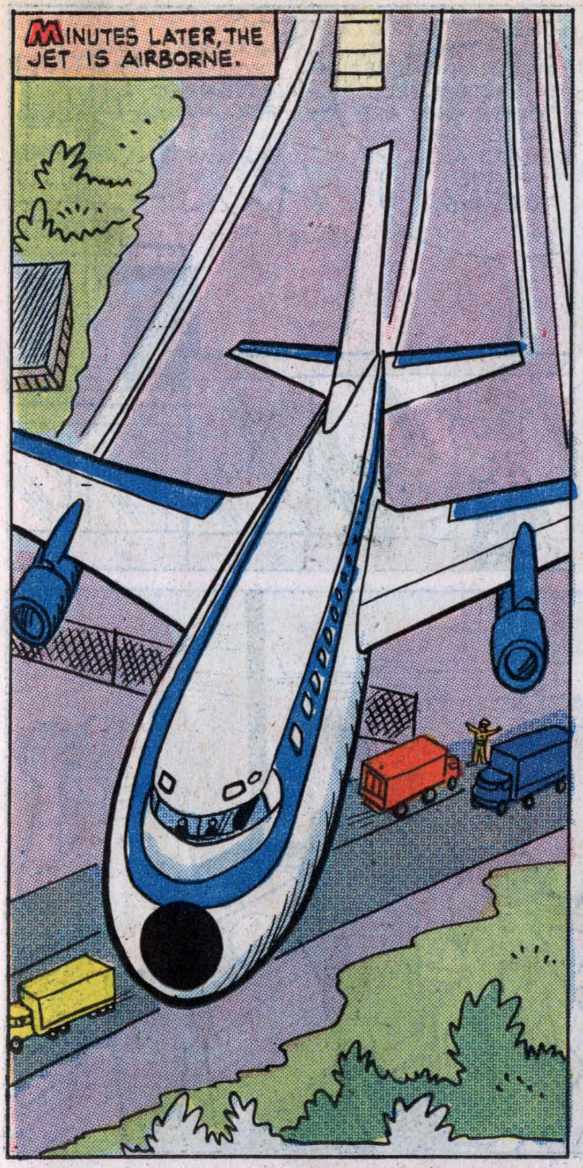

SCHEDULED AIRLINES MEET VERY RIGID FAA REQUIREMENTS. *FAA INSPECTORS* CONSTANTLY CHECK AIRLINE MAINTENANCE.
FAA INSPECTOR

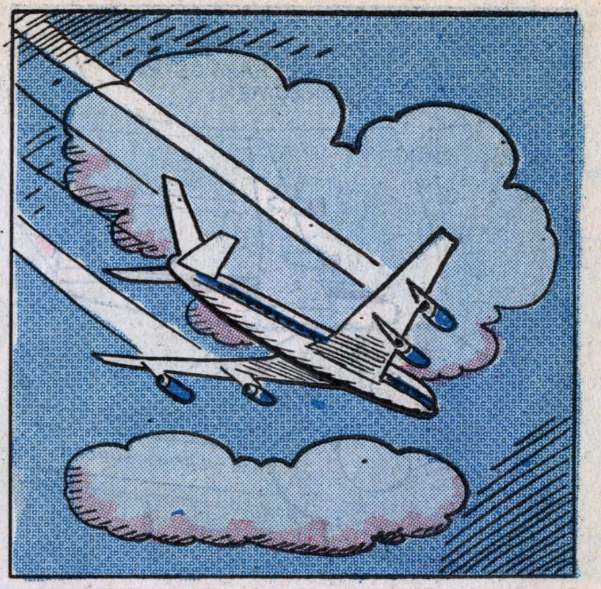

THE *CREW CHIEF* IS USUALLY THE MOST SKILLED MEMBER OF THE GROUND CREW. HE DIRECTS THE OTHERS WHO SPECIALIZE IN ONE OR MORE FIELDS LIKE ELECTRONICS, JET ENGINES OR HYDRAULICS.
CREW CHIEF

WHEN THE GROUND CREW FINISHES ITS JOB, THE CREW CHIEF REPORTS TO THE PILOT WHO'LL FLY THE AIRCRAFT.
CREW CHIEF

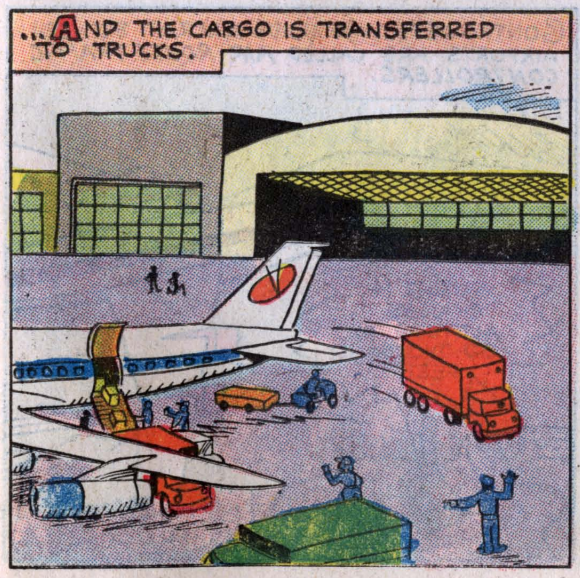
REMEMBER, WHEN YOU SEE A BIG JETLINER, THERE ARE HUNDREDS OF PEOPLE ON THE GROUND WHO WORK TO KEEP THAT PLANE FLYING.
SECURITY


CROPS HARVESTED IN CALIFORNIA ARE SHIPPED BY AIR. THE INCREASED COST OF AIR FREIGHT IS MORE THAN MADE UP BY THE TIME SAVED IN SHIPMENT.
CALIFORNIA AVOCADO GROWERS ASSOCIATION
AVOCADOS PICKED IN CALIFORNIA ARE LOADED ABOARD TRUCKS. ONCE, THESE GROWERS DEPENDED ON REFRIGERATION CARS AND FAST TRAINS, BUT NOW...
...THE AVOCADOS GO FROM THE FIELD...
AIRPORT
...DIRECTLY TO THE AIRPORT.
AIRPORT CARGO ENTRANCE
THE FRESH FRUIT IS LOADED ABOARD A WAITING JET CARGO PLANE...

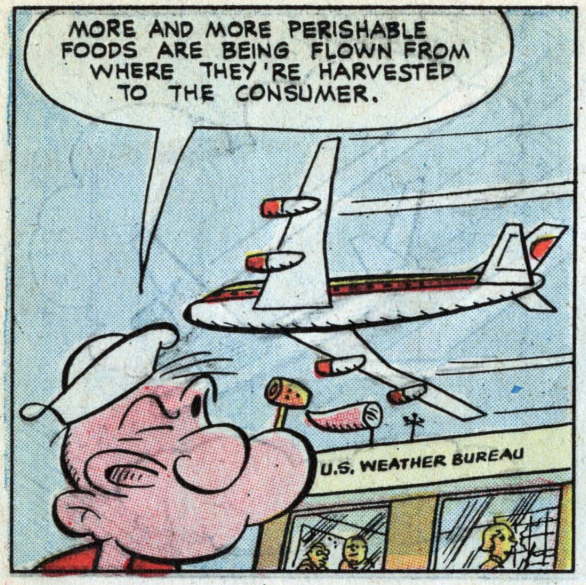

MINUTES LATER, THE JET IS AIRBORNE.

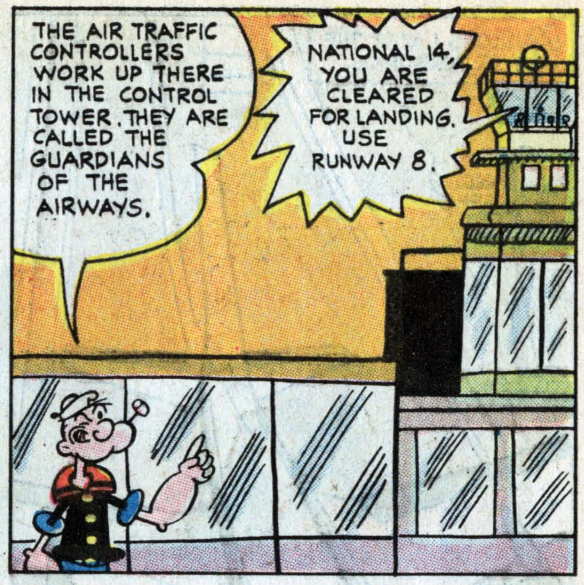


A FEW HOURS LATER, THE CARGO PLANE IS LANDING AT A NEW YORK AIRPORT...

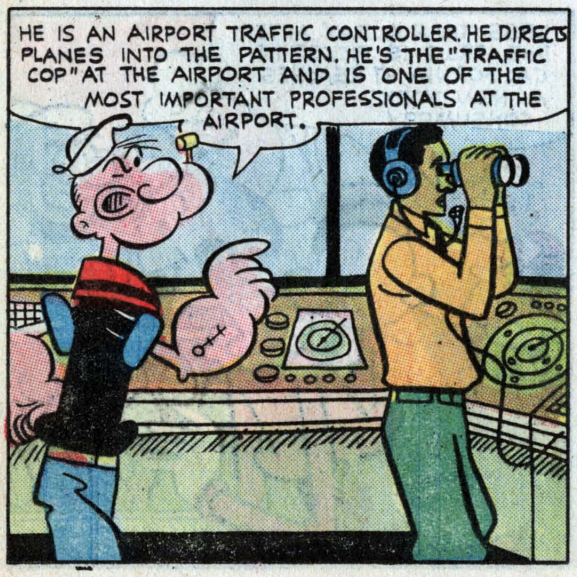

...AND THE CARGO IS TRANSFERRED TO TRUCKS.

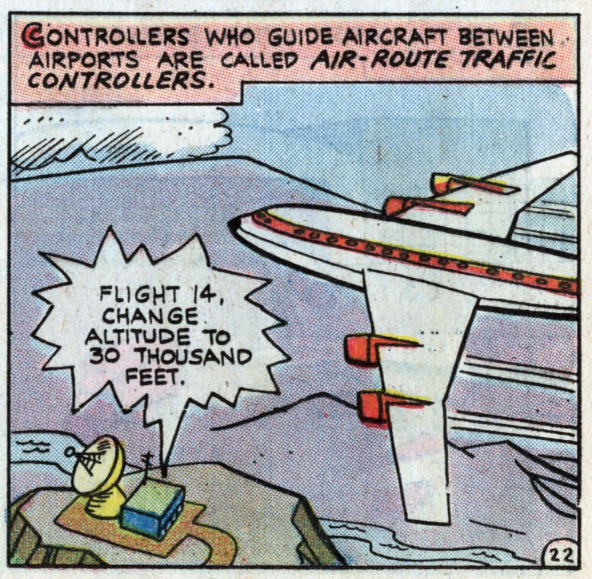
LESS THAN A DAY AFTER THE FRUIT IS PICKED IN CALIFORNIA IT REACHES A NEW YORK CONSUMER!
FRESH AVOCADOS

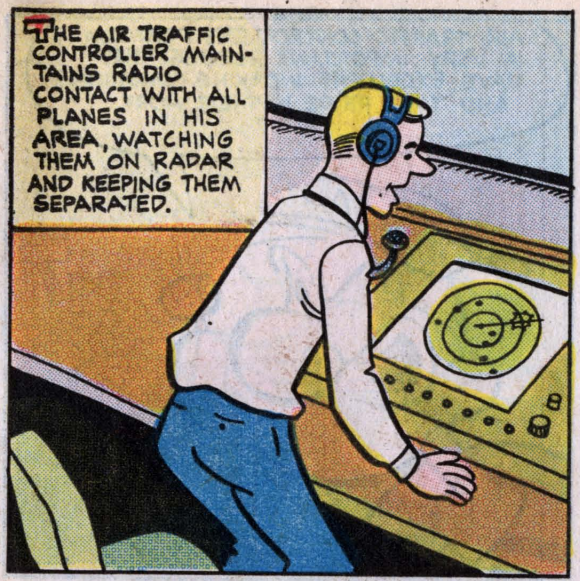

MORE AND MORE PERISHABLE FOODS ARE BEING FLOWN FROM WHERE THEY'RE HARVESTED TO THE CONSUMER.
U.S. WEATHER BUREAU


THE AIR TRAFFIC CONTROLLERS WORK UP THERE IN THE CONTROL TOWER. THEY ARE CALLED THE GUARDIANS OF THE AIRWAYS.
NATIONAL 14, YOU ARE CLEARED FOR LANDING. USE RUNWAY 8.

AIR TRAFFIC CONTROLLERS WORK FOR THE FEDERAL AVIATION ADMINISTRATION. THEY RADIO INSTRUCTIONS TO PILOTS TO HELP AVOID COLLISIONS AND REDUCE DELAYS AT AIRPORTS.

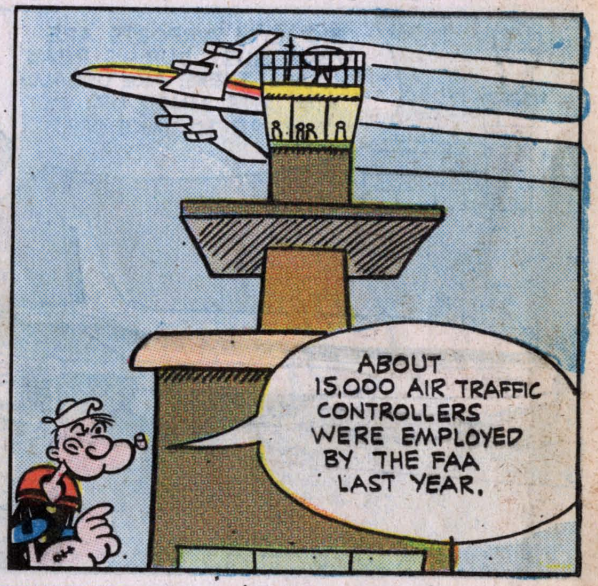

HE IS AN AIRPORT TRAFFIC CONTROLLER. HE DIRECTS PLANES INTO THE PATTERN. HE'S THE "TRAFFIC COP" AT THE AIRPORT AND IS ONE OF THE MOST IMPORTANT PROFESSIONALS AT THE AIRPORT.

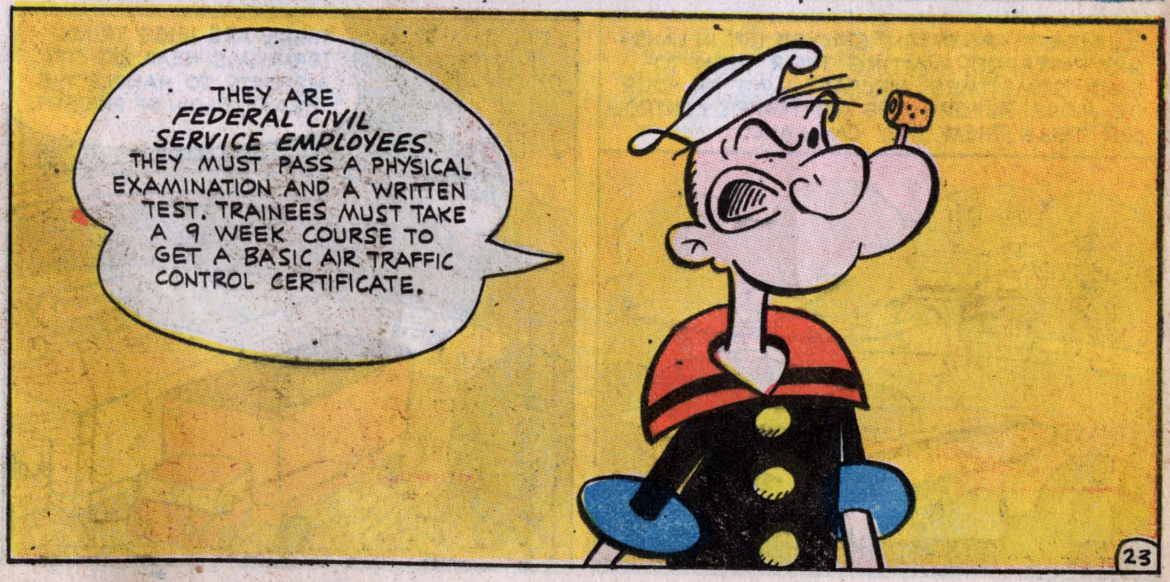

CONTROLLERS WHO GUIDE AIRCRAFT BETWEEN AIRPORTS ARE CALLED *AIR-ROUTE TRAFFIC CONTROLLERS.*
FLIGHT 14, CHANGE ALTITUDE TO 30 THOUSAND FEET.

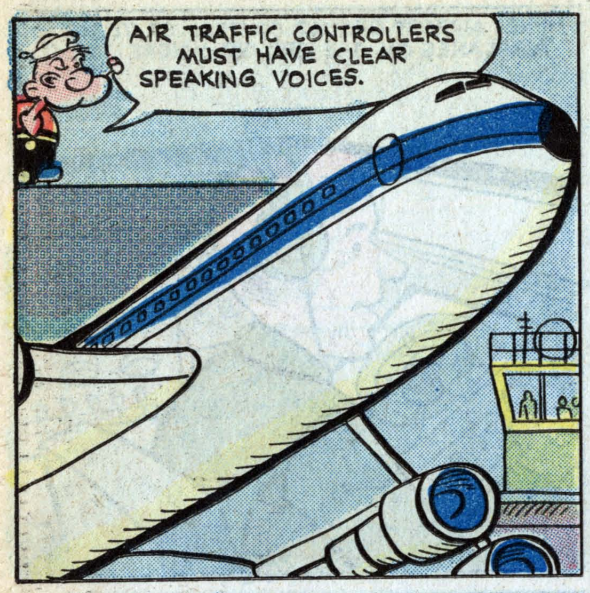

THE AIR TRAFFIC CONTROLLER MAINTAINS RADIO CONTACT WITH ALL PLANES IN HIS AREA, WATCHING THEM ON RADAR AND KEEPING THEM SEPARATED.

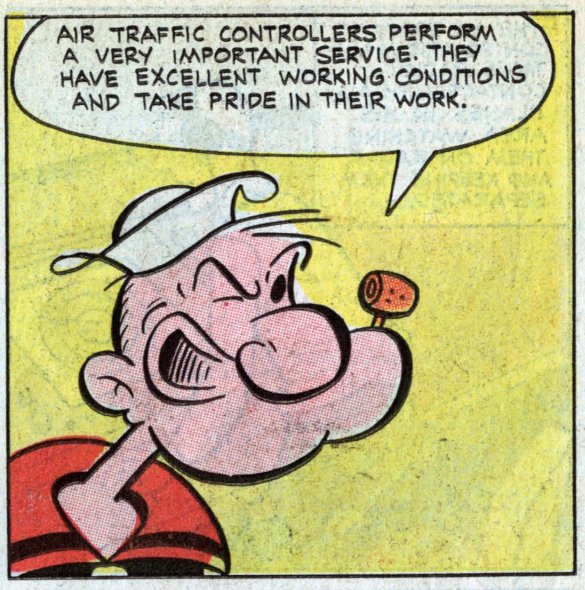
THE AIRPORT GROUND CONTROLLER TELLS AIRPLANES ON THE GROUND WHERE TO GO.

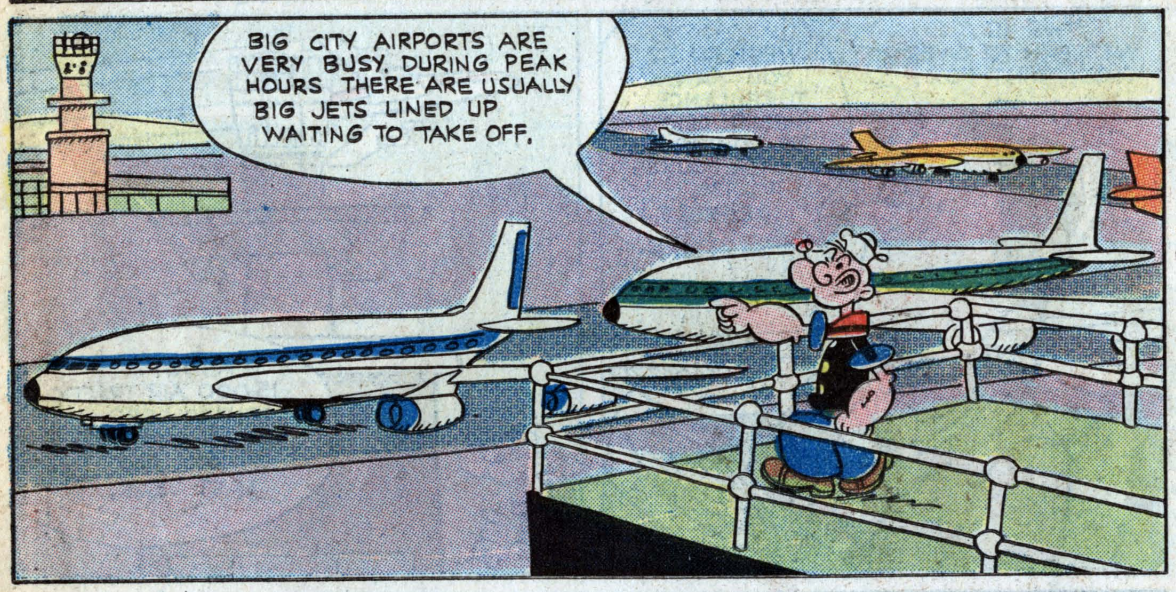
THIS IS WESTERN 82 OVER CHECKPOINT FOX.
WESTERN 82, YOU HAVE TURBULENCE AHEAD. CLIMB TO 30,000 FEET, CHANGE COURSE TO 130 DEGREES.

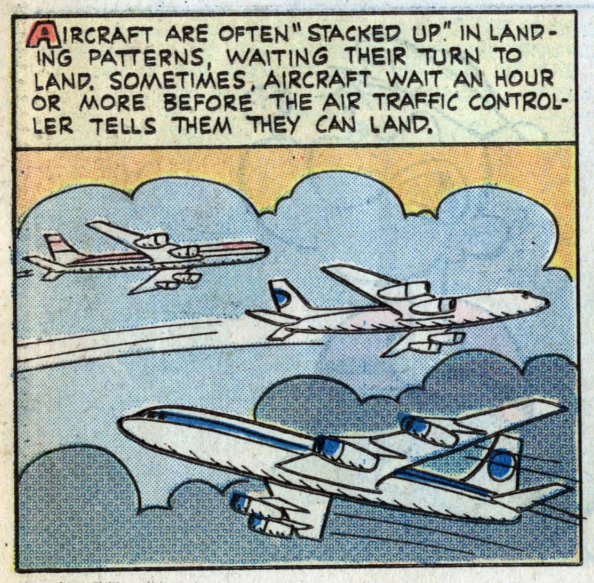

ABOUT 15,000 AIR TRAFFIC CONTROLLERS WERE EMPLOYED BY THE FAA LAST YEAR.

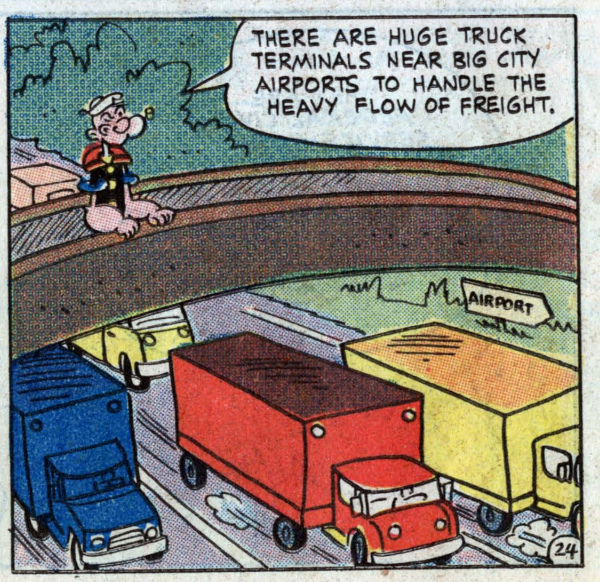

THEY ARE *FEDERAL CIVIL SERVICE EMPLOYEES*. THEY MUST PASS A PHYSICAL EXAMINATION AND A WRITTEN TEST. TRAINEES MUST TAKE A 9 WEEK COURSE TO GET A BASIC AIR TRAFFIC CONTROL CERTIFICATE.


AIR TRAFFIC CONTROLLERS MUST HAVE CLEAR SPEAKING VOICES.

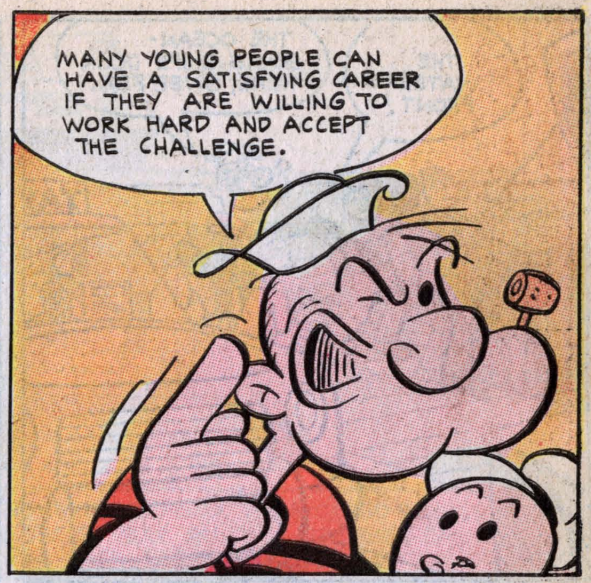

AIR TRAFFIC CONTROLLERS PERFORM A VERY IMPORTANT SERVICE. THEY HAVE EXCELLENT WORKING CONDITIONS AND TAKE PRIDE IN THEIR WORK.

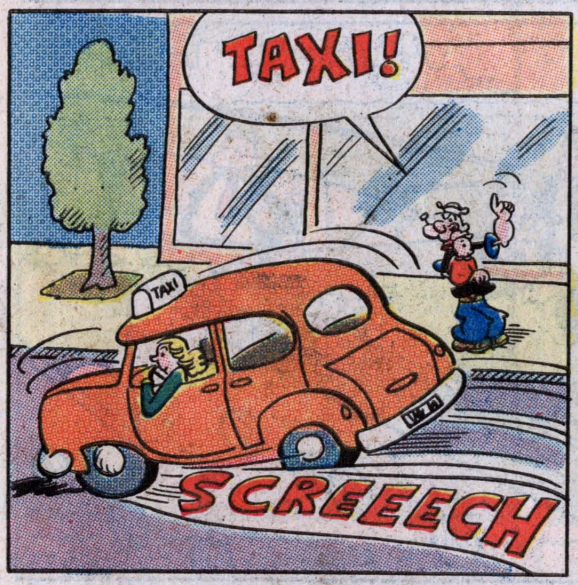

BIG CITY AIRPORTS ARE VERY BUSY. DURING PEAK HOURS THERE ARE USUALLY BIG JETS LINED UP WAITING TO TAKE OFF.

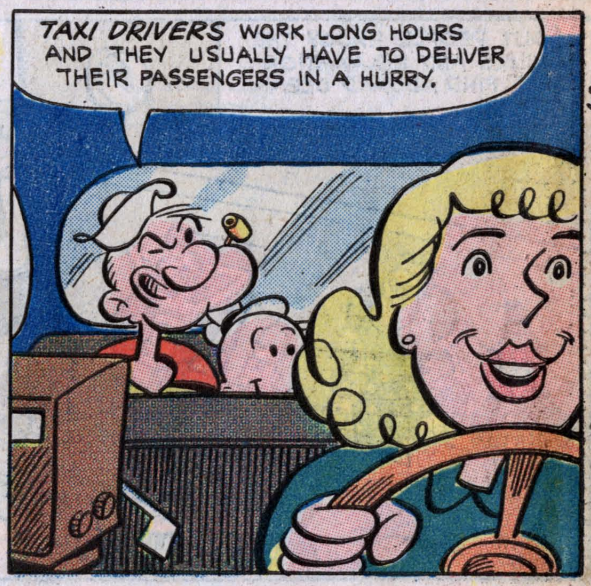

AIRCRAFT ARE OFTEN "STACKED UP" IN LANDING PATTERNS, WAITING THEIR TURN TO LAND. SOMETIMES, AIRCRAFT WAIT AN HOUR OR MORE BEFORE THE AIR TRAFFIC CONTROLLER TELLS THEM THEY CAN LAND.

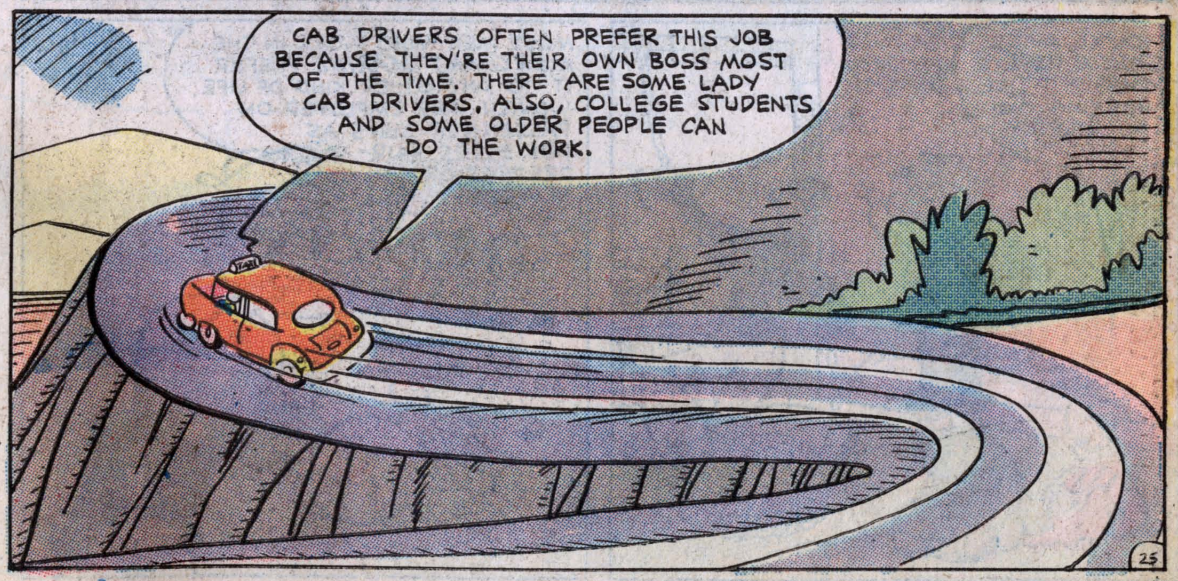

THERE ARE HUGE TRUCK TERMINALS NEAR BIG CITY AIRPORTS TO HANDLE THE HEAVY FLOW OF FREIGHT.
AIRPORT

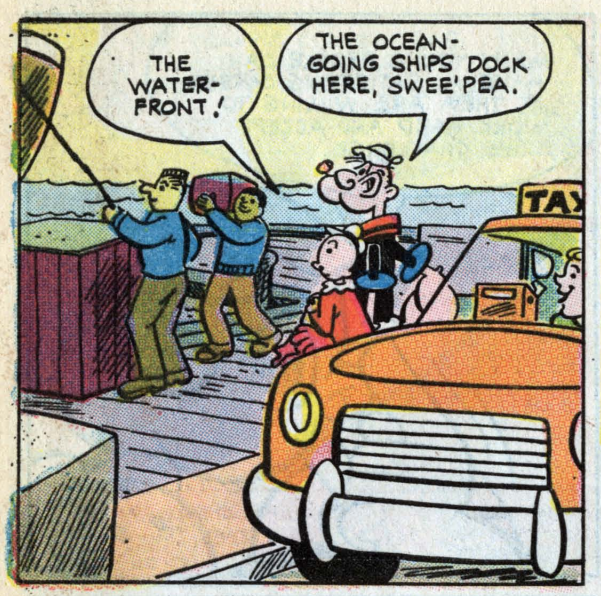
AIRLINE WORKERS ARE VERY SMART, POPEYE!
THAT'S RIGHT, SWEE'PEA. I SURE DO APPRECIATE WHAT THEY DO FOR US!
RENT A CAR
LIMOUSINE SERVICE
AIRPORT BUS

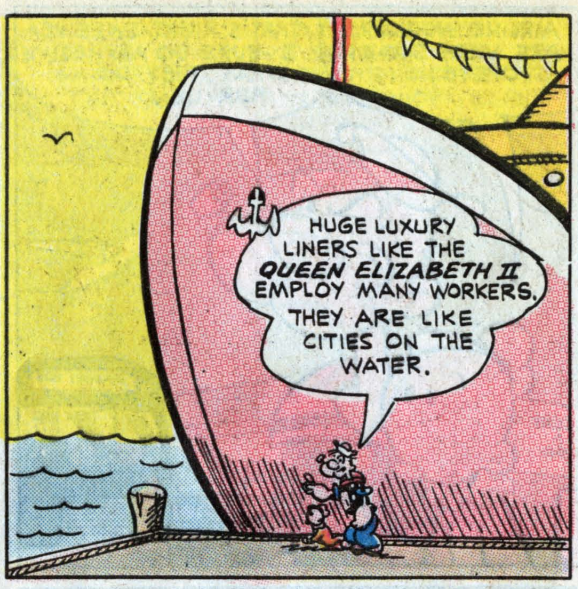

MANY YOUNG PEOPLE CAN HAVE A SATISFYING CAREER IF THEY ARE WILLING TO WORK HARD AND ACCEPT THE CHALLENGE.

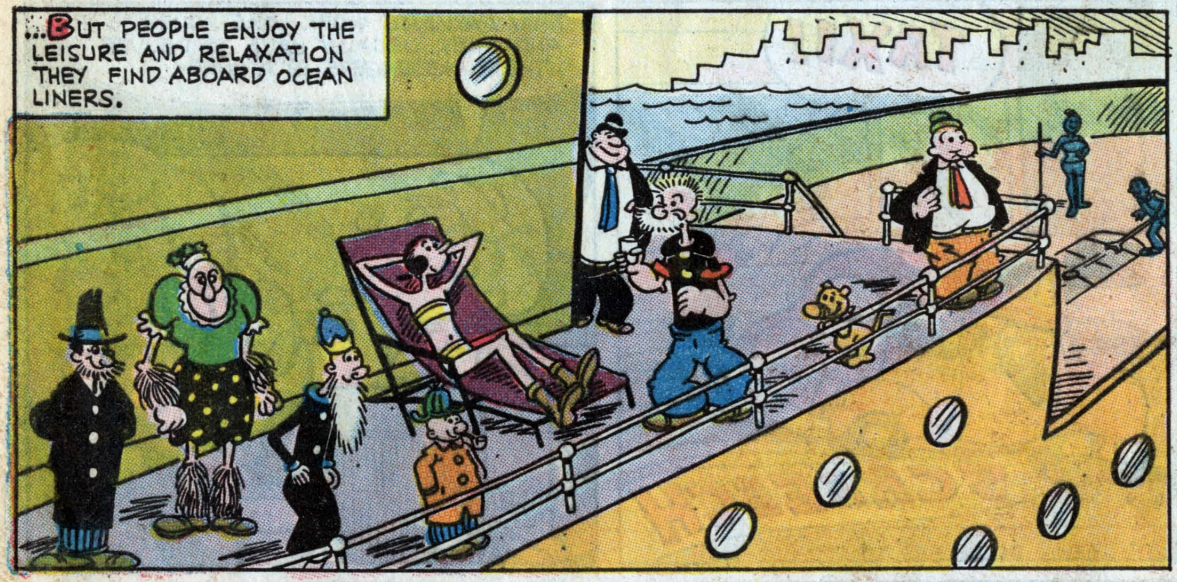

TAXI!
TAXI
SCREEECH

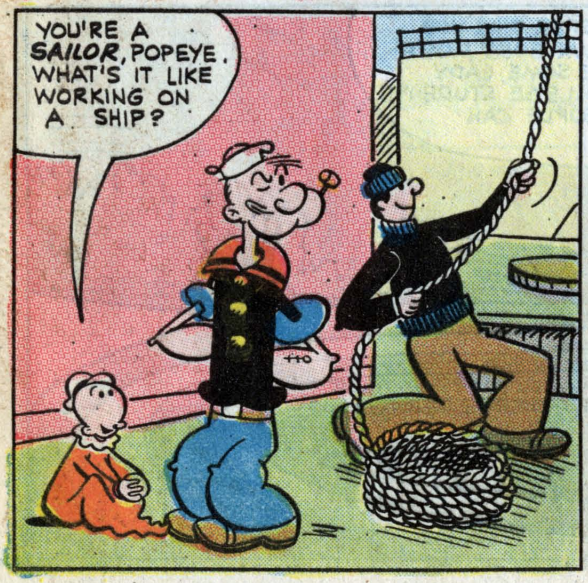

TAXI DRIVERS WORK LONG HOURS AND THEY USUALLY HAVE TO DELIVER THEIR PASSENGERS IN A HURRY.

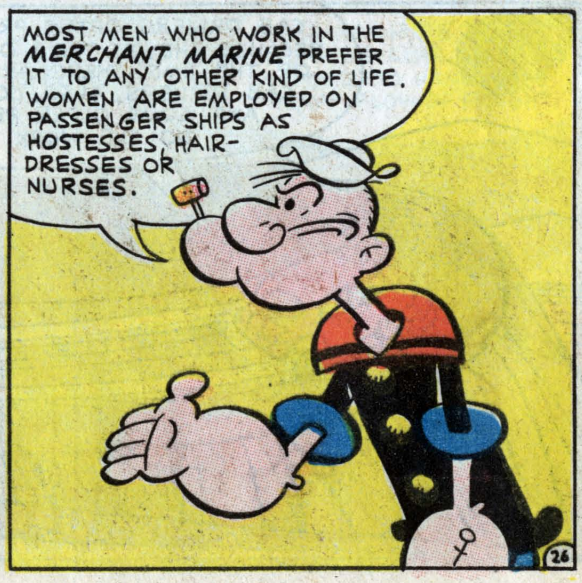

CAB DRIVERS OFTEN PREFER THIS JOB BECAUSE THEY'RE THEIR OWN BOSS MOST OF THE TIME. THERE ARE SOME LADY CAB DRIVERS, ALSO, COLLEGE STUDENTS AND SOME OLDER PEOPLE CAN DO THE WORK.
TAXI


THE WATER-FRONT!
THE OCEAN-GOING SHIPS DOCK HERE, SWEE'PEA.
TAX

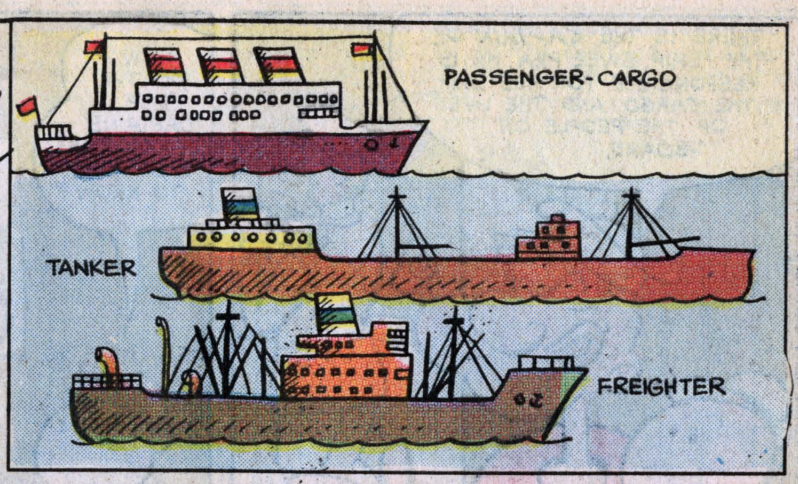

HUGE LUXURY LINERS LIKE THE QUEEN ELIZABETH II EMPLOY MANY WORKERS. THEY ARE LIKE CITIES ON THE WATER.

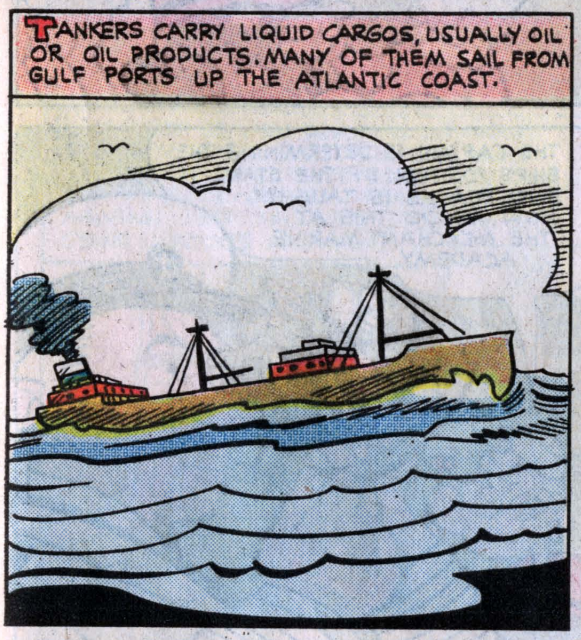

...BUT PEOPLE ENJOY THE LEISURE AND RELAXATION THEY FIND ABOARD OCEAN LINERS.

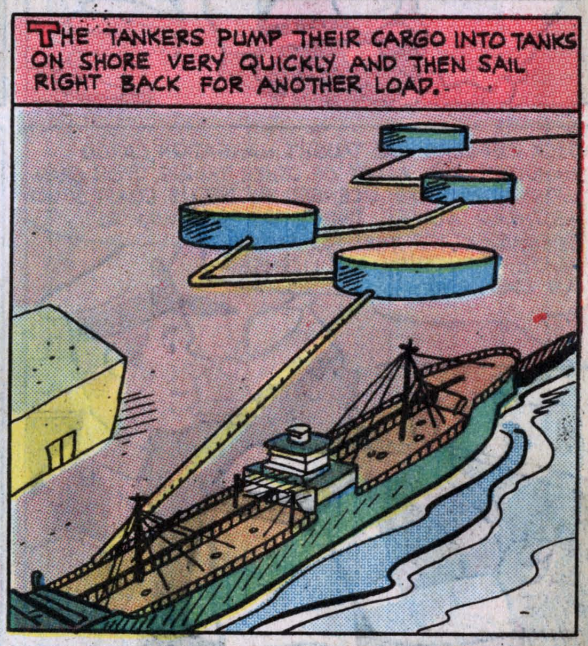

YOU'RE A SAILOR, POPEYE. WHAT'S IT LIKE WORKING ON A SHIP?

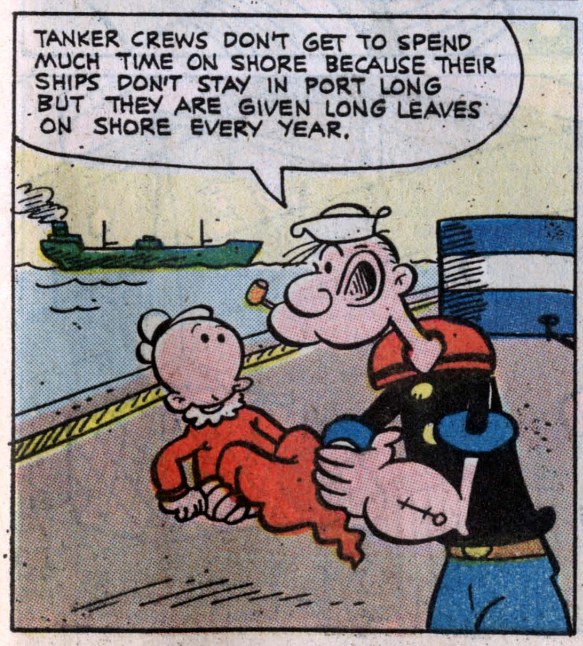

MOST MEN WHO WORK IN THE MERCHANT MARINE PREFER IT TO ANY OTHER KIND OF LIFE. WOMEN ARE EMPLOYED ON PASSENGER SHIPS AS HOSTESSES, HAIR-DRESSES OR NURSES.

THERE ARE THREE MAIN TYPES OF SHIPS, PASSENGER-CARGO VESSELS, OCEAN-GOING TANKERS, AND FREIGHTERS. TUGS ASSIST ALL OF THEM TO DOCK.

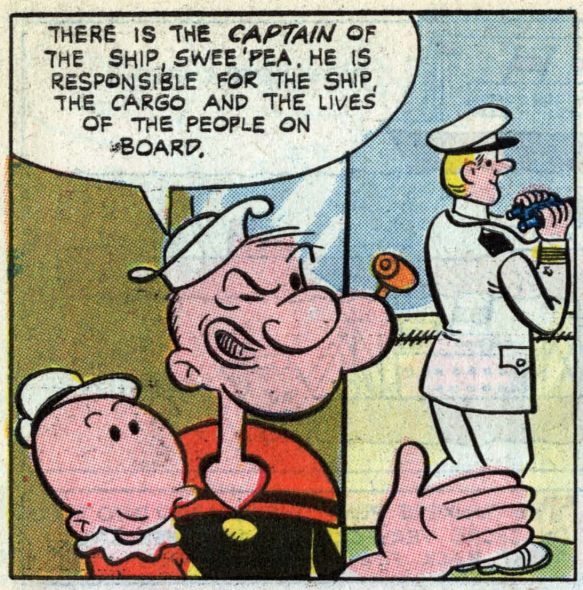

PASSENGER-CARGO
TANKER
FREIGHTER

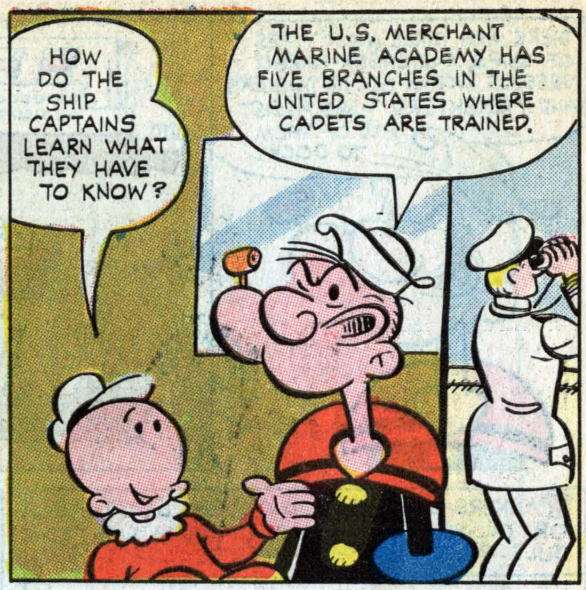

TANKERS CARRY LIQUID CARGOS, USUALLY OIL OR OIL PRODUCTS. MANY OF THEM SAIL FROM GULF PORTS UP THE ATLANTIC COAST.

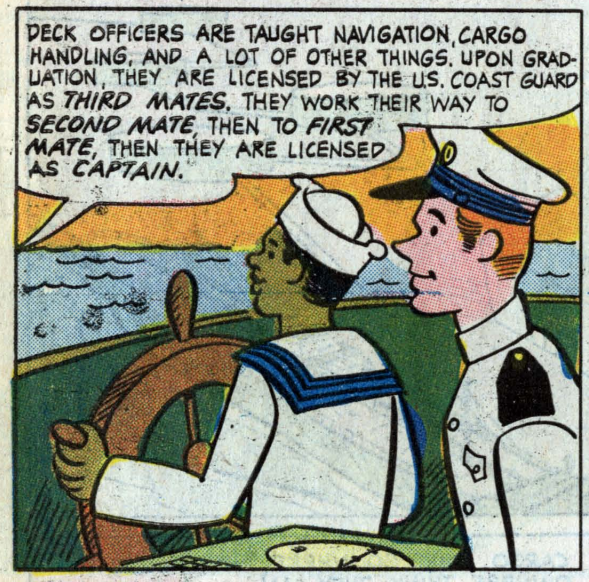

THE TANKERS PUMP THEIR CARGO INTO TANKS ON SHORE VERY QUICKLY AND THEN SAIL RIGHT BACK FOR ANOTHER LOAD.

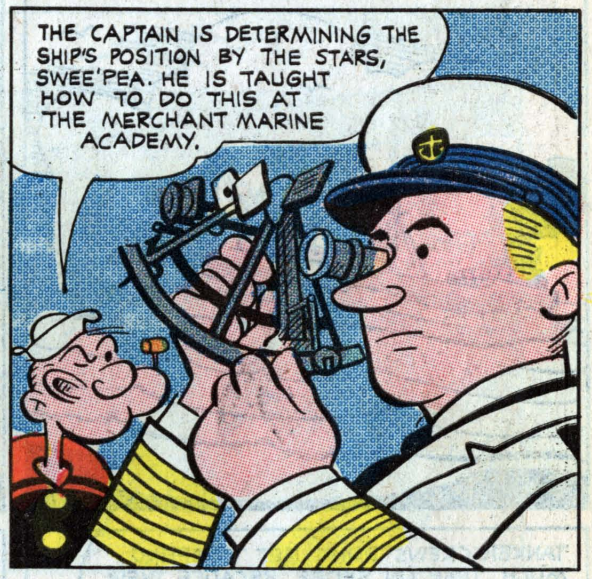

TANKER CREWS DON'T GET TO SPEND MUCH TIME ON SHORE BECAUSE THEIR SHIPS DON'T STAY IN PORT LONG BUT THEY ARE GIVEN LONG LEAVES ON SHORE EVERY YEAR.

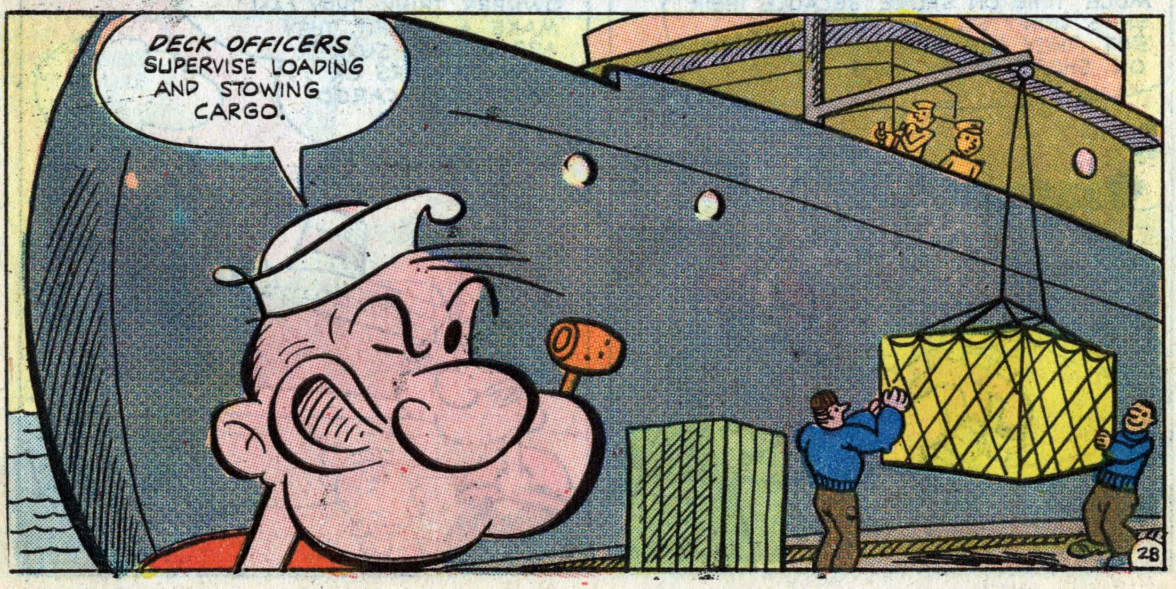
CARGO SHIPS GO WHERE THEIR OWNERS THINK THEY CAN MAKE A PROFIT. THEY ARE USUALLY SLOWER THAN TANKERS OR PASSENGER-CARGO VESSELS.

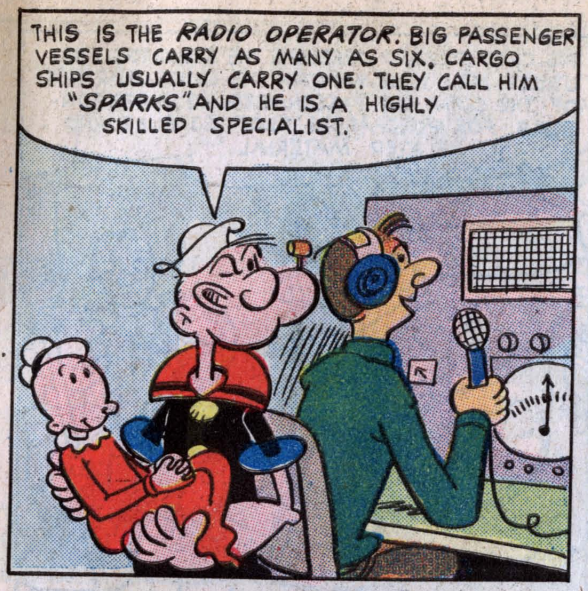

THERE IS THE CAPTAIN OF THE SHIP, SWEE'PEA. HE IS RESPONSIBLE FOR THE SHIP, THE CARGO AND THE LIVES OF THE PEOPLE ON BOARD.

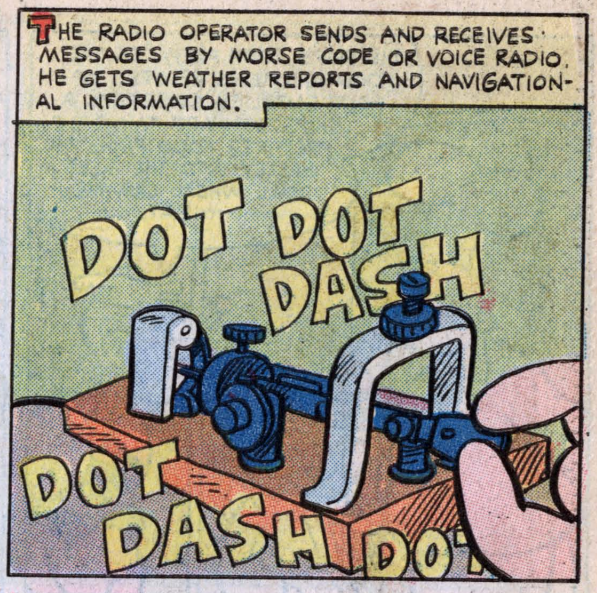

HOW DO THE SHIP CAPTAINS LEARN WHAT THEY HAVE TO KNOW?
THE U.S. MERCHANT MARINE ACADEMY HAS FIVE BRANCHES IN THE UNITED STATES WHERE CADETS ARE TRAINED.

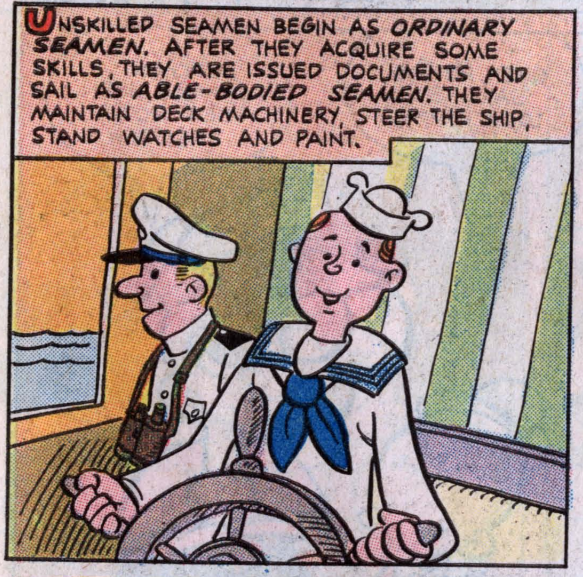

DECK OFFICERS ARE TAUGHT NAVIGATION, CARGO HANDLING, AND A LOT OF OTHER THINGS. UPON GRADUATION, THEY ARE LICENSED BY THE U.S. COAST GUARD AS THIRD MATES. THEY WORK THEIR WAY TO SECOND MATE, THEN TO FIRST MATE, THEN THEY ARE LICENSED AS CAPTAIN.

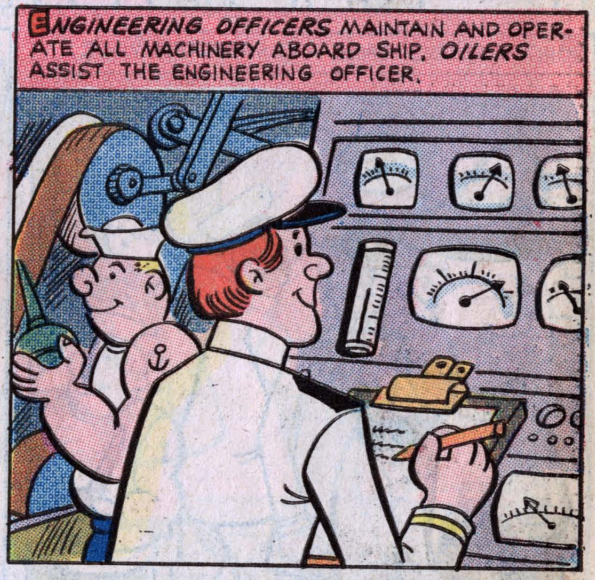

THE CAPTAIN IS DETERMINING THE SHIP'S POSITION BY THE STARS, SWEE'PEA. HE IS TAUGHT HOW TO DO THIS AT THE MERCHANT MARINE ACADEMY.

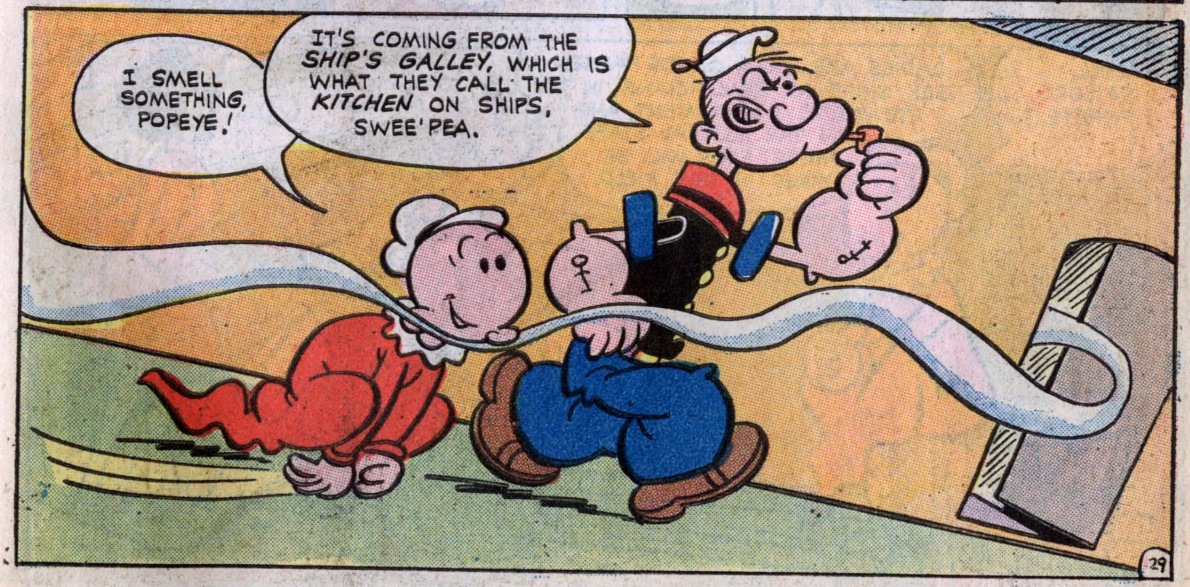

DECK OFFICERS SUPERVISE LOADING AND STOWING CARGO.


THIS IS THE *RADIO OPERATOR*. BIG PASSENGER VESSELS CARRY AS MANY AS SIX. CARGO SHIPS USUALLY CARRY ONE. THEY CALL HIM "*SPARKS*" AND HE IS A HIGHLY SKILLED SPECIALIST.


THE RADIO OPERATOR SENDS AND RECEIVES MESSAGES BY MORSE CODE OR VOICE RADIO. HE GETS WEATHER REPORTS AND NAVIGATIONAL INFORMATION.
DOT DOT DASH
DOT DASH DOT

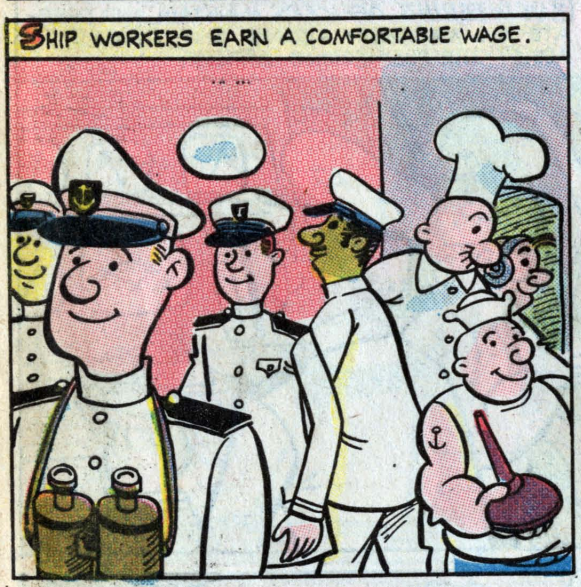

UNSKILLED SEAMEN BEGIN AS *ORDINARY SEAMEN*. AFTER THEY ACQUIRE SOME SKILLS, THEY ARE ISSUED DOCUMENTS AND SAIL AS *ABLE-BODIED SEAMEN*. THEY MAINTAIN DECK MACHINERY, STEER THE SHIP, STAND WATCHES AND PAINT.

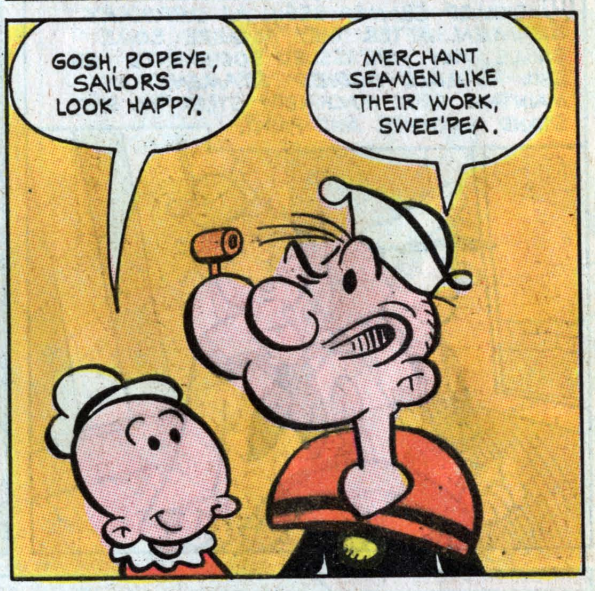

*ENGINEERING OFFICERS* MAINTAIN AND OPERATE ALL MACHINERY ABOARD SHIP. *OILERS* ASSIST THE ENGINEERING OFFICER.

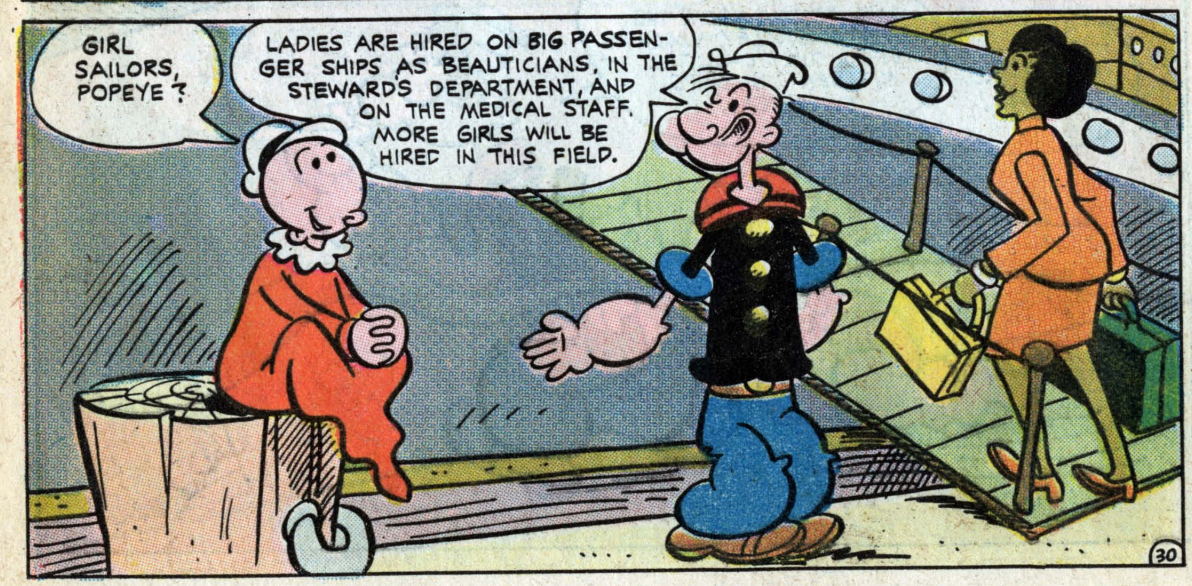

I SMELL SOMETHING, POPEYE!
IT'S COMING FROM THE *SHIP'S GALLEY*, WHICH IS WHAT THEY CALL THE *KITCHEN* ON SHIPS, SWEE'PEA.

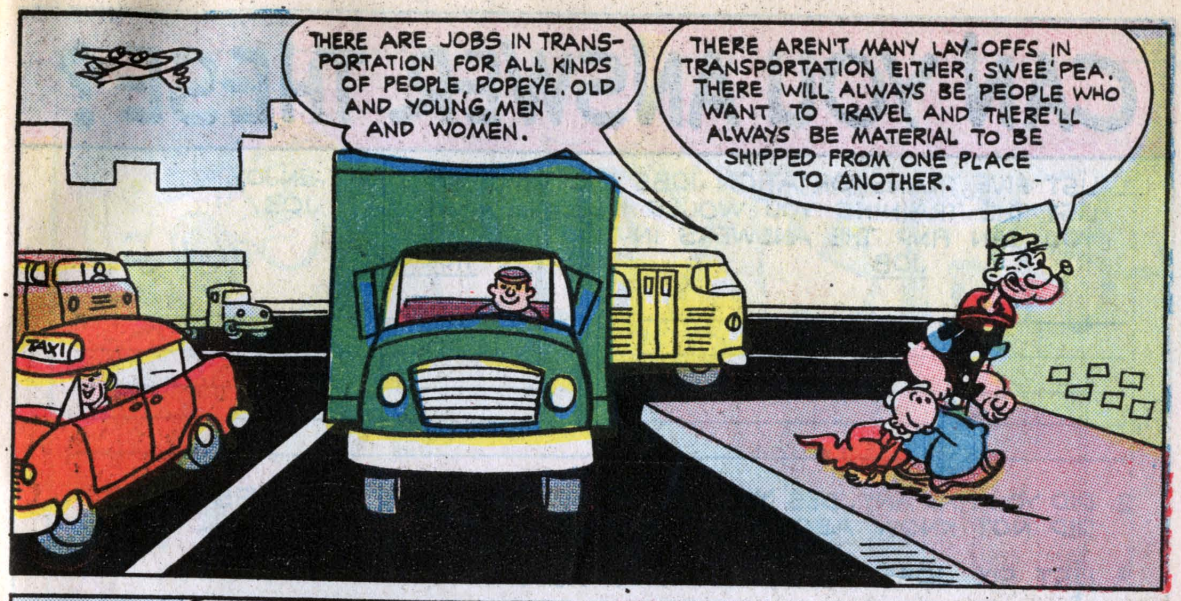
THE SHIP'S COOK PREPARES THE FOOD AND KEEPS RECORDS OF FOOD SUPPLIES, SWEE'PEA. A SHIP'S STEWARD TAKES THE PREPARED FOOD FROM THE GALLEY INTO THE MESS HALL WHERE CREWMEN EAT.

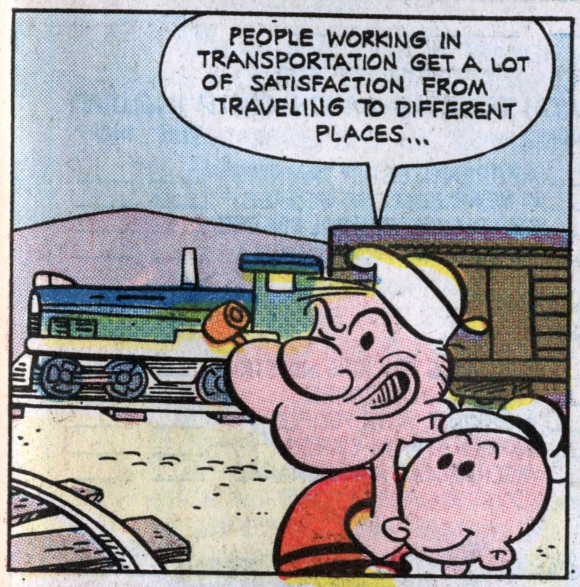
THE CHIEF STEWARD OVERSEES THE STEWARDS AND UTILITY MEN WHO MAINTAIN THE LIVING QUARTERS OF THE CREW AND PASSENGERS. HE IS RESPONSIBLE FOR PURCHASING FOOD SUPPLIES AND RELATED MATERIAL.

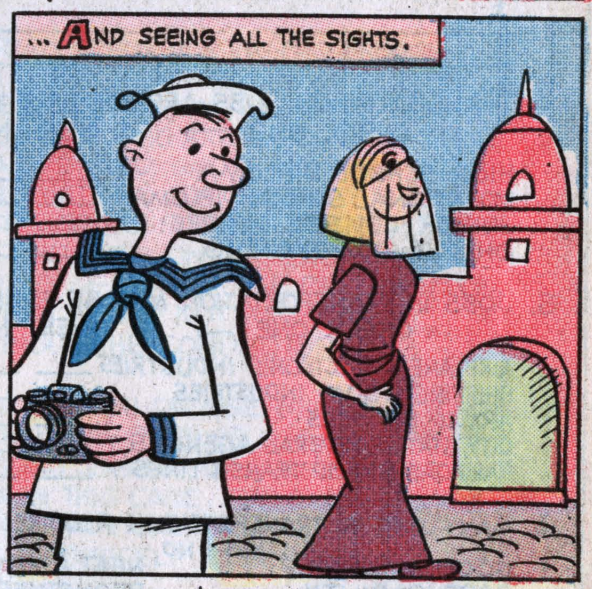

SHIP WORKERS EARN A COMFORTABLE WAGE.

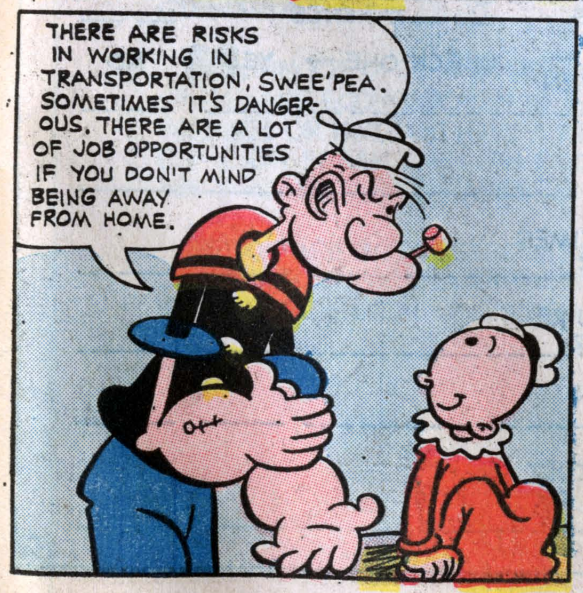

GOSH, POPEYE, SAILORS LOOK HAPPY.
MERCHANT SEAMEN LIKE THEIR WORK, SWEE'PEA.


GIRL SAILORS, POPEYE?
LADIES ARE HIRED ON BIG PASSENGER SHIPS AS BEAUTICIANS, IN THE STEWARD'S DEPARTMENT, AND ON THE MEDICAL STAFF. MORE GIRLS WILL BE HIRED IN THIS FIELD.


THERE ARE JOBS IN TRANSPORTATION FOR ALL KINDS OF PEOPLE, POPEYE. OLD AND YOUNG, MEN AND WOMEN.
THERE AREN'T MANY LAY-OFFS IN TRANSPORTATION EITHER, SWEE'PEA. THERE WILL ALWAYS BE PEOPLE WHO WANT TO TRAVEL AND THERE'LL ALWAYS BE MATERIAL TO BE SHIPPED FROM ONE PLACE TO ANOTHER.
TAXI


PEOPLE WORKING IN TRANSPORTATION GET A LOT OF SATISFACTION FROM TRAVELING TO DIFFERENT PLACES...


... AND SEEING ALL THE SIGHTS.


THERE ARE RISKS IN WORKING IN TRANSPORTATION, SWEE'PEA. SOMETIMES IT'S DANGEROUS. THERE ARE A LOT OF JOB OPPORTUNITIES IF YOU DON'T MIND BEING AWAY FROM HOME.

NOW, YOU KNOW MORE ABOUT TRANSPORTATION CAREERS. YOU CAN DECIDE IF YOU WANT TO WORK IN THAT FIELD, KIDS.
THE END

# CAN YOU ANSWER THESE?

1. LIST FIVE TRANSPORTATION JOBS YOU THINK YOU MIGHT ENJOY. LIST THE TRAINING YOU WOULD NEED NEXT TO EACH JOB. YOU CAN FIND THE ANSWERS IN THIS BOOK.

| JOB | TRAINING |
|---|---|
| | |
| | |
| | |
| | |
| | |

2. DID YOU FIND ANY JOBS YOU DID NOT KNOW ABOUT? CHECK ONE → YES ____ NO ____

3. LIST SIX JOBS YOU DID NOT KNOW ABOUT.

____ ____ ____

____ ____ ____

4. TRANSPORTATION JOBS ARE POSSIBLE WITH TRAINING WHICH COULD INCLUDE:

| CHECK ONE → | YES | NO | | YES | NO |
|---|---|---|---|---|---|
| HIGH SCHOOL DIPLOMA | ___ | ___ | APPRENTICESHIP TRAINING | ___ | ___ |
| VOCATIONAL SCHOOL DIPLOMA | ___ | ___ | 4 YEAR COLLEGE DEGREE | ___ | ___ |
| JUNIOR COLLEGE DEGREE | ___ | ___ | GRADUATE SCHOOL DEGREE | ___ | ___ |
| ON THE JOB TRAINING | ___ | ___ | NO HIGH SCHOOL DIPLOMA | ___ | ___ |

5. JOBS IN TRANSPORTATION MAY BE FOUND IN:

| CHECK ONE → | YES | NO | | YES | NO |
|---|---|---|---|---|---|
| AIRPLANE & ELECTRONIC INDUSTRIES | ___ | ___ | BUS, TAXI & TRUCKING INDUSTRIES | ___ | ___ |
| SHIPPING & BOAT INDUSTRIES | ___ | ___ | PIPELINE INDUSTRIES | ___ | ___ |
| ARMED SERVICES | ___ | ___ | WORKING WITH PEOPLE | ___ | ___ |
| CITY, STATE & FEDERAL AGENCIES | ___ | ___ | WORKING WITH CARGO | ___ | ___ |
| RAILROAD & RAPID TRANSIT LINES | ___ | ___ | MECHANICAL MAINTENANCE | ___ | ___ |

6. MANY JOBS IN TRANSPORTATION REQUIRE:

| | YES | NO | | YES | NO | | YES | NO |
|---|---|---|---|---|---|---|---|---|
| GOOD MANNERS | ___ | ___ | NEAT APPEARANCE | ___ | ___ | CORRECT SPEECH | ___ | ___ |
| DEPENDABILITY | ___ | ___ | PROMPTNESS | ___ | ___ | PATIENCE | ___ | ___ |

| | CHECK ONE → YES | NO |
|---|---|---|
| 7. ARE TRANSPORTATION JOBS POSSIBLE FOR MEN AND WOMEN OF ALL AGES? | ___ | ___ |
| 8. DO TRANSPORTATION WORKERS OFTEN HAVE TO WORK DIFFERENT SHIFTS? | ___ | ___ |
| 9. DO TRANSPORTATION WORKERS SOMETIMES HAVE TO WORK AWAY FROM HOME? | ___ | ___ |
| 10. DO SOME TRANSPORTATION JOBS REQUIRE WORKING IN ALL KINDS OF WEATHER? | ___ | ___ |
| 11. DO ALL PROFESSIONAL TRANSPORTATION WORKERS NEED A COLLEGE DEGREE? | ___ | ___ |
| 12. DID POPEYE THINK THAT THE MORE DIFFICULT THE JOB WAS THE MORE SCHOOLING OR TRAINING IT WOULD TAKE? | ___ | ___ |

# HEY, KIDS-

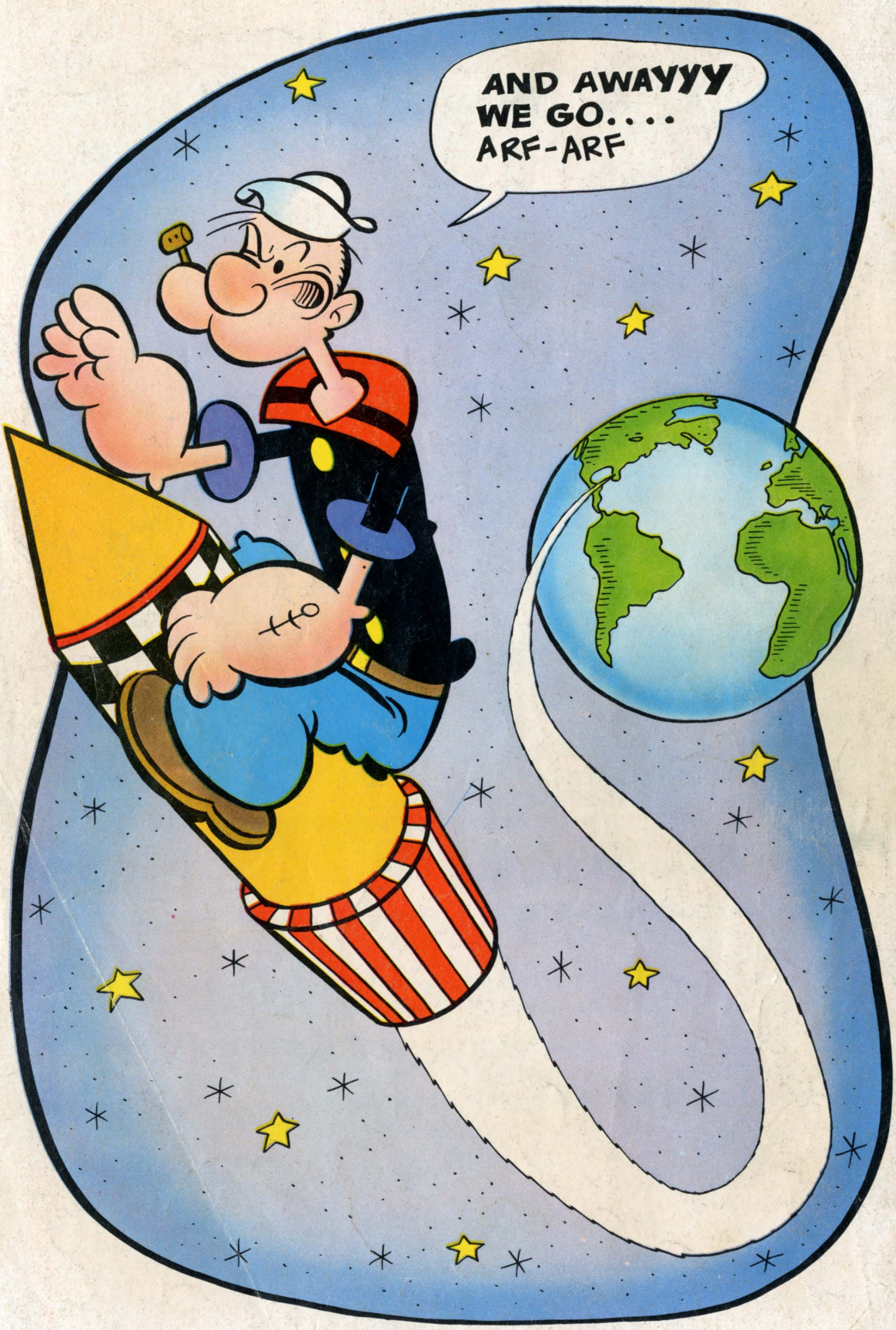
THERE ARE JOBS IN TRANSPORTATION FOR ANYONE OLD ENOUGH WHO HAS A DESIRE TO WORK. SOME OF THESE JOBS REQUIRE MORE EDUCATION AND TRAINING THAN OTHERS, SOME MORE PHYSICAL OR MENTAL EFFORT THAN OTHERS, BUT ALL TRANSPORTATION JOBS ARE IMPORTANT. THERE IS PERSONAL DIGNITY, FINANCIAL REWARD, SATISFACTION IN A JOB WELL DONE, AND AN AWARENESS THAT ANY JOB, NO MATTER HOW SEEMINGLY UNIMPORTANT, IS VITAL TO THE SUPPORT OF PEOPLE IN OTHER JOBS. FOR EXAMPLE, A CONDUCTOR ON A RAILROAD TRAIN DOES NOT HAVE THE RESPONSIBILITY OF THAT OF THE PRESIDENT OF THE RAILROAD, BUT THE PRESIDENT WOULD NOT HAVE ANY OPERATING RAILROAD CARS WITHOUT THE CONDUCTOR.

YOU CAN ALWAYS REMAIN IN A JOB YOU CHOOSE, WHETHER OR NOT IT REQUIRES EDUCATION AND TRAINING, OR ELSE USE THE JOB AS A STEPPING STONE TO ANOTHER GOOD JOB IN THE SAME CAREER AREA, SUCH AS **TRANSPORTATION**, IN THIS CASE. FOR EXAMPLE, YOU MIGHT START AND REMAIN AN AIRLINE TICKET AGENT, OR ELSE EVENTUALLY TRAIN AND EDUCATE YOURSELF TO BECOME A STEWARDESS, OR PILOT.

MOVING PEOPLE AND GOODS ACROSS LAND, AIR AND SEA FAST, SAFELY AND ECONOMICALLY IS WHAT TRANSPORTATION IS ALL ABOUT. WHETHER OR NOT YOU HAVE A PHYSICAL OR MENTAL HANDICAP, OR CAN EVEN SPEAK ENGLISH PROPERLY, THERE ARE OR WILL BE WORTHWHILE JOBS OR EVEN CAREERS IN TRANSPORTATION FOR YOU.

IF YOU ARE INTERESTED IN KNOWING MORE ABOUT ANY OF THESE JOB OPPORTUNITIES IN TRANSPORTATION, SEE YOUR CAREER OR VOCATIONAL GUIDANCE DIRECTOR AT SCHOOL.

*Your Pal,*
*Popeye*


AND AWAYYY WE GO.... ARF-ARF